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Freewheeling

NUMBER NINETEEN \$2.00 APRIL/MAY 1983



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Pedalaerontology - A New Science?

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NEW! Regular Fat Tyre Feature

Bike Lights Survey: Official Results

Registered by Australia Post — Publication No. NBH 2266.



RIDING HIGH WITH REPCO

Model 2783/12R



69cm wheels

SUPERLITE CHROME MOLY 12 SPEED

Equipped with: 730 chrome moly frame, alloy Dia Compe side pull brakes with safety levers, alloy stem, alloy handlebar with cloth tape, brazed on cable stoppers, racing chime bell, Sugino cotterless aero alloy cranks, nickelplated chain, racing padded saddle, Suntour Seven 12 speed gears, Italian Nisi alloy wheels with front quick release hub, gumwall tyres, steel reflector pedals, safety reflectors.

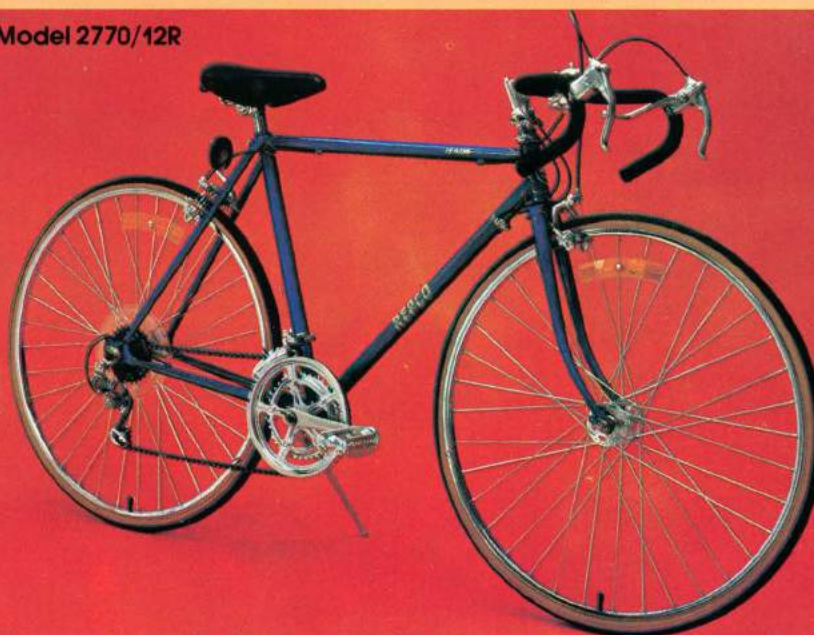
Colours:

Beige with Dark Brown, Sky Blue with Dark Blue.

Available in two frame sizes:

Model 2781/12R frame size 53cm
Model 2783/12R frame size 58cm.

Model 2770/12R



69cm wheels

LE MANS 12 SPEED

Equipped with: 755 Hi Tensile frame, Alloy Dia Compe brakes with safety levers, alloy stem, handlebar with cloth tape, brazed on cable stopper, racing chime bell, Sugino cotterless Aero alloy cranks, vinyl racing saddle, Suntour 12 speed alloy gears, alloy stand, quick release front hub, gumwall tyres, steel reflector pedals, safety reflectors.

Colours:

Burgundy Red, Midnight Blue, Sable Black.

Available in three different frame sizes:

Model 2765/12R 53cm frame size
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Model 2770/12R 63cm frame size.

REPCO

Available from all leading Cycle Dealers.

Freewheeling

NUMBER NINETEEN \$2.00 APRIL/MAY 1983



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Cover photo: With leaves on matchstick poplars starting to turn yellow, two ten year olds try a bit of Autumn touring near South West Rocks NSW. *Photo this page:* Crossing the border heading south from Queensland on the Pacific Coast Cycle Trail, Mt. Lindsay in the background. *Both photographs:* Warren Salomon.

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Freewheeling READER'S CLASSIFIEDS

Listed below are just some of the headings offered in the new *Freewheeling* readers classifieds. Rates are as follows (Note price reduction from last issue) \$6 per 25 words or less. \$0.10 for each additional word. Payment with order please.

ACCESSORIES & EQUIPMENT

BIKES FOR SALE

Araya Mountain Bike 23". Brand new condition. Genuine reason for sale. \$750. Phone: (02) 306-054.

Excellent value racing/touring bike, 21 $\frac{1}{2}$ kalkoff frame all alloy parts racing tyres worth \$1400 will sell for \$600. ARX gears, 10 speed, one year old, near new condition. Phone (03) 818 2151.

WANTED TO BUY

Gents BSA Granada in original condition. 27" wheels, 10 speed frame size. Please write to: P. Dodd 102 Manchester Rd., Gympie, NSW 2227, Tele: (02) 525 8564.

COMPANIONS WANTED

Bible lands cycling tour. Egypt, Israel, Turkey, Greece and Italy. Jun 24 - Sept 15. Join all or part. Details: Richard Moore, 10 Crane Place, Karawara, W.A. 6152.

North Coast NSW I would like to share a cycle tour with a girl with view to a tour of Nth Europe mid 1984. Contact: Bob Mackenzie P.O. Box 367, Woolgoolga, NSW 2456.

LOST

Simon, Ian and Owen Salkin. The publisher of *Freewheeling* would like to contact one or all of these people regarding a touring article sent in early in 1981. Your letter did not include a return address. I require your permission to include this useful research in a Touring Service package. Contact Warren Salomon Box K26 Haymarket NSW 2000. Phone: (02) 264 8544.

Your advertisement will be seen by over 12,000 readers, their friends and fellow cyclists nationwide. For details of full list of headings write to Classified Ad. Dept. Freewheeling Box K26 Haymarket 2000.

Freewheeling DEALER CLASSIFIEDS

TASMANIA

Cycling Tasmania, we offer expert repairs and service at low rates. Stocklists of touring parts and accessories. Tassie Cycles 28 Gormanston Road Moonah Hobart. Phone: 283157.

Rent-A-Cycle Tasmania 10 speed, low gear, ing, all frame sizes, ladies or gents. Completely equipped for touring. Postal bookings accepted. Six years hiring experience. Brochure, rates, your questions - 138 St. John Street, Launceston Tasmania. Phone: (003) 31 5839.

QUEENSLAND

TOURING THE ATHERTON TABLELANDS? See Recycled Cycles 157 Walsh St, MAREEBA QLD.

ACCESSORIES & EQUIPMENT

New from USA the Ampec Belt Beacon visible for over 2 miles. Wear it on you or mount it on your bike. Available by mail order \$19.50 + \$1.50 Post and Packing per unit from H & L Imports 2073 Nepean Hwy, Rye Vic. 3941.

MAIL ORDER

The Num-Bum Protector. A sheepskin bicycle seat cover. Suits standard and racing saddles. Comfortable, durable, washable. \$15.50 plus \$1.50 for post and packing. Money back if not satisfied. Send cheque or money order to C & N Locker, The Travellers Rest, Cooma NSW 2630.

Lightweight Camping Equipment. Paddy Pallin's famous tents, sleeping bags etc. Write for FREE brochure to Paddy's Mail Order (Bike Dept.), P.O. Box K511, Haymarket N.S.W. 2000.

Freewheeling is now accepting classified advertisements from Australian Bicycle dealers. Your advertisement will be read by our 12000 readers nationwide. Ideal for Mail Order dealers as well.

Rates: Per issue 25 words or less \$6.25. \$0.20 for each additional word. Minimum 4 issues. Six issues 15% discount. Payment in advance with order. Deadlines: April/May issue, 11 March; June/July, 6 May; August/September, 8 July; October/November, 9 September; December/January, 18 November.

Mail to Classified Ad Dept. Freewheeling BOX K26, HAYMARKET 2000.

National Bike Events Calendar

APRIL

Easter 1983 April 11 - 4 TOSH, The first Australian Cycle Trails Tour of the Southern Highlands will be run between Sydney (Wallacia/Penrith) and Canberra. Fully supported. 291 km. 50 riders.

17 April Sunday Michelin Autumn Daytour. The first of what proposes to be a big annual event. Kinglake/Hurstbridge area Melbourne. 100 km. Information contact (03) 241 4453 or (03) 818 4011.

24 April Sunday Victorian Pedal Clubs Brighton Bike Path Fun Ride. Contact (03) 337 6399 (AH).

17 April Sunday Melbourne. Walk, fast, jog and cycle against Want. A public fitness /fund raising event held annually by Community Aid Abroad this year includes a section for bicycle riders. Supported by the Bayside Bicycle Club and the BIV. For entry form contact (03) 419 7044.

MAY

1 May Sunday 3MP Fun Ride. A day ride for people of all ages. This ride run by radio station 3MP attracted about 7000 riders last year. Check papers and 3MP for details.

JULY

10 July Sunday Combined Touring Club Meet at Churchill National Park. Now an annual event this ride is the one which brings all the clubs together. Bring Bar-B-Q lunch. Usually held in raining weather and cool conditions. Definitely for the enthusiast. Contact (03) 66 33509.

NOVEMBER

20 Nov Sunday. The date for this years *Freewheeling* Sydney to the Gong Bicycle Tour. Entry forms in June/July issue onwards. Entries close Friday 4 November.

How to Advertise in this Calendar

The *Freewheeling* National Bike Events Calendar entries are available free to any private or public group wishing to advertise a tour being organized for the general public. Unfortunately, we are not able to list tours for club members only but will mention the important work of clubs in the magazine from time to time and as well publish lists of contacts.

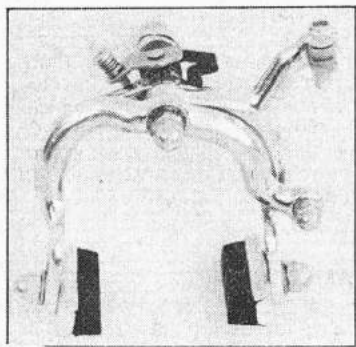
You can notify us of your events by writing to *Freewheeling* National Bike Events Calendar Box K26 Haymarket NSW 2000, or by phoning Warren Salomon on (02) 264-8544 Deadlines are: April/May issue, 11 March; June/July, 6 May; August/September, 8 July; October/November, 9 September;

New Products and Ideas



Digital Speedometer

The silicon chip has caught up with the world of cycling in a big hurry. Sanyo of Japan have released their version of the digital bicycle computer. The big plus with this new design is the inbuilt clock. This added to the common functions of maximum speed, average speed, trip meter and elapsed time puts it slightly ahead of its competitors in the number of functions offered. The SA 1500E is also different in that it uses a different wheel sensor arrangement.



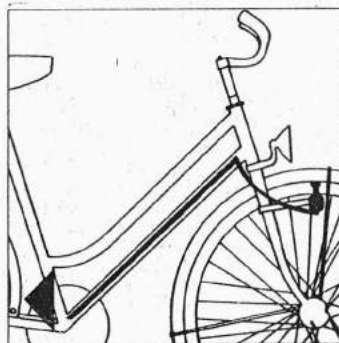
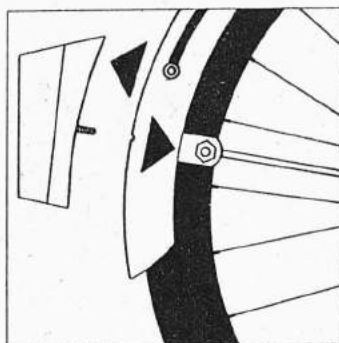
Centered Side Pulls

In answer to the problem of how to keep side pull brakes properly centred, two Japanese brake manufacturers have added devices to their brakes to solve the problem once and for all. Both Shimano and DiaCompe have self centering brakes, but at present the devices are only fitted to cheaper quality models.

Obviously on more expensive brakes it is not a problem?

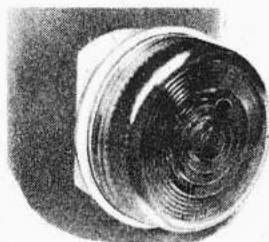
Mudguard made for lights

The German company Esge has a high reputation as a maker of fine bicycle accessories. Cromo-plastic mudguards, part of their product



range are now being imported into the country with different design features.

These chromo-plastic guards have their own special rear light which uses the chrome strip embedded in the guard to pass current from a special connection point near the bottom bracket to the light. The return current passes to the frame by means of the rear stays.

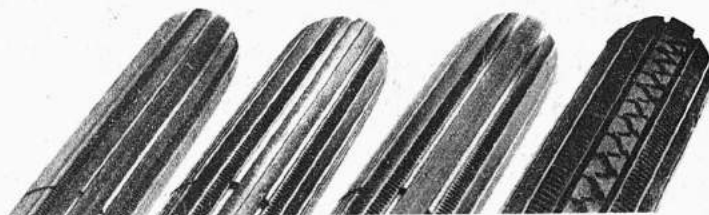


Belt Beacon

A flashing light which can be either mounted on a rear rack or worn on a belt is now being imported from the USA. The Ampec Belt Beacon is claimed by its makers to be visible for over 2 miles and emits a high intensity flashing (electronic strobe) light. The light comes with amber coloured lens.

Tyres for Every Purpose

For most, the humble tyre is a well used but unnoticed part of the bicycle. An American components manufacturer *Specailized* has now



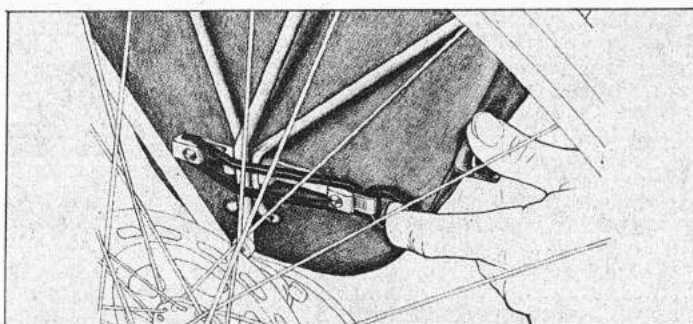
turned its attention to the area of tyre design and has come up with a complete range of tyres to suit all uses.

New to the world of cycling is the Expedition tyre which is 27 x 1 3/8 and is designed for tandems and heavy duty touring. The range also consists of the foldable Turbo/S in 27 x 1 or 700c another

foldable, the Touring Turbo in either 27 x 1 1/4 or 1 1/8 and three other tyres in 1", 1 1/8 and 1 1/4 sizes. All designs feature the popular raised centre treat pattern.

Improved Pannier Fixing

Eclipse have long been known in the USA for their range of quality cycle bags. These bags



A TWO IN ONE unit.
It is a cargo carrier or a child carrier, and the seat is in the cover!

pac 2 made by TROXEL

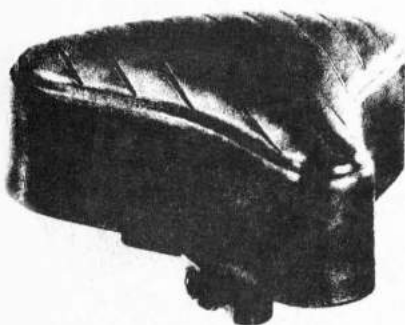


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New Products and Ideas

are once again being sold in Australia and among their new features is an improved fixing system for rear and front/rear panniers. The system consists of an extruded aluminium bracket which slots onto the bottom stay of most types of alloy rack. A rubberised retainer band prevents the bags from flapping and holds the bracket in place.



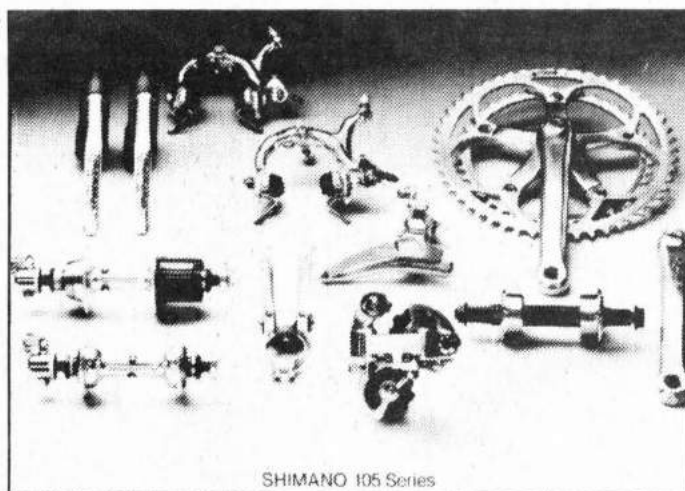
Cushion Comfort

A new saddle designed for heavy people and/or for cruiser bike use has been released by the Troxel Co. of USA. The saddle called 'Cushion Comfort' is one of

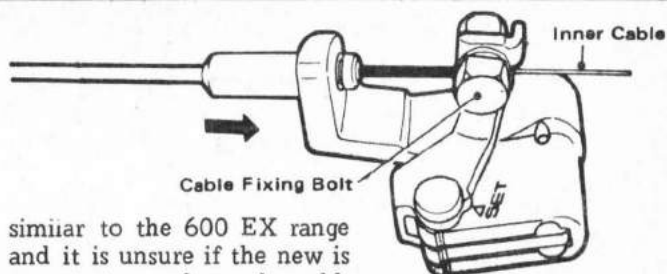
the first using a new construction technique also being introduced by other saddle makers. The seat is injection moulded with four inches of foam fitted to coiled springs. It is available in either black or white finish.

Shimano 105

Yellow is the colour of the packaging on Shimano's latest release of light-weight components. The 105 series looks



SHIMANO 105 Series



Bell crank assembly

similar to the 600 EX range and it is unsure if the new is meant to replace the old. Some technical improvements have been made such as a stronger spring housing assembly on the rear derailleur.

Redesigned 3 Speed Hub

The giant Japanese manufacturer Shimano has replaced all of the existing models of 3 speed hub with a completely new design.

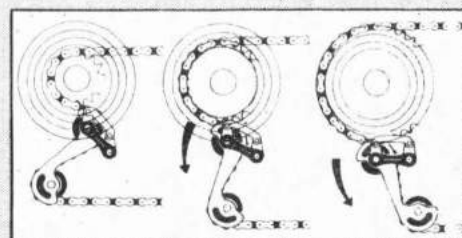
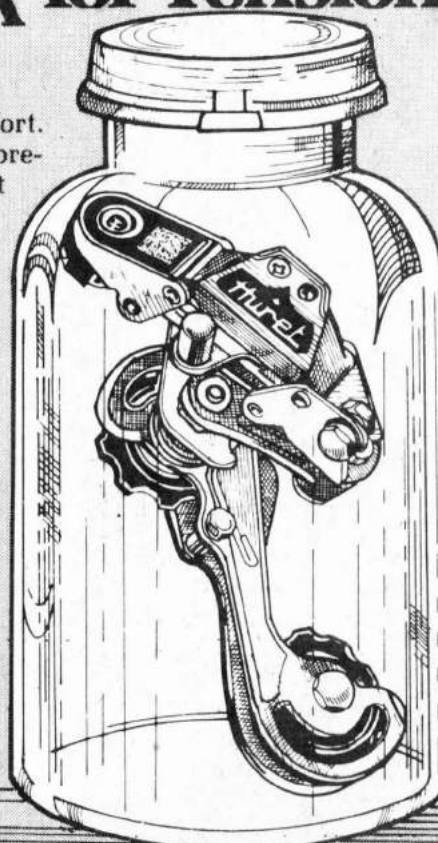
The 3CC Positron hub is different to others in that it uses a solid wire cable which the company says resists stretching and associated adjustment problems. The old bell crank has been replaced with a larger assembly and the internal mechanism is heavier duty to cater for the popular European three speed market. Gear ratios are: High, 1:1.33; Normal, 1:1; Low, 1:0.75.

Duopar: Rx for Tension Headache

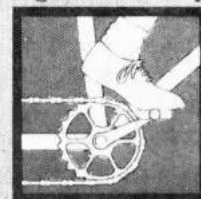
Symptoms: Chain clatter. Discomfort. Leg fatigue. A combination due to imprecise shifting and the inability to shift gears while pedaling uphill.

Prognosis: The use of a wide range freewheel requires a rear derailleur which applies constant tension on the chain.

Remedy: Duopar by Huret. The only derailleur in the world granted a patent for its unique dual parallelogram design. Capacity: 12-36 at the freewheel. Available in Titanium/forged light alloy or light alloy/steel. Duopar maintains constant tension by keeping the length of chain between the upper roller and each freewheel sprocket virtually the same. Result: the smoothest shifting touring derailleur ever!



The Duopar Effect: Second parallelogram maintains same distance between roller and sprocket regardless of sprocket size.



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The Origins of Pedalæontology

A Brand New Science

by Harry Barber

For two years now I have been a pedalæontologist. In fact, to set modesty aside, it was my own good self who first recognised, named and publicised this most recent of the sciences. You will all have heard of pedalæontology, its been reported in all reliable newspapers, but you may not be exactly sure what it is. When

asked, and at other times, I define pedalæontology as the study of extinct transport systems.

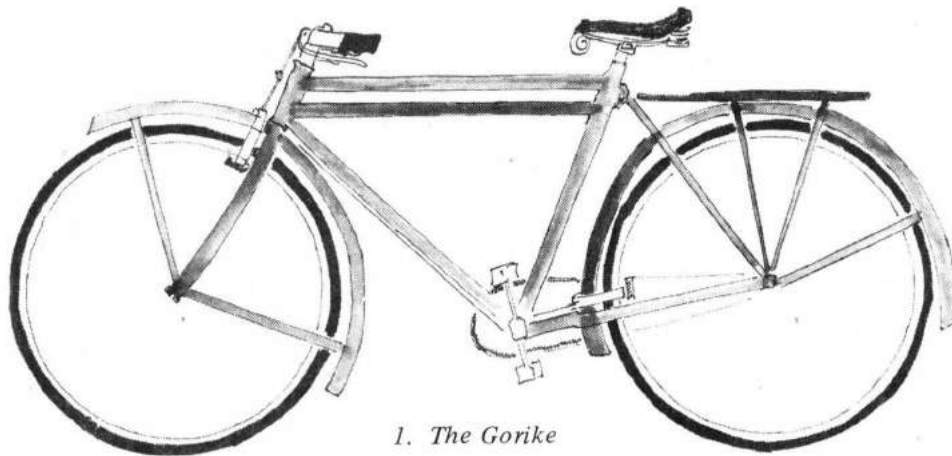
Consider for a moment the great breakthroughs in understanding that have occurred in the past: Issac Newton riding home from the pub one night swerves to dodge an erratic apple tree, falls off and discovers gravity. Where would we be today

without gravity? Or think of Archimedes, it was only when his wife climbed into the bath with him that the water overflowed; but for this chance occurrence Australia would be without Municipal swimming pools. Without warning science leapt out into these two people who, though they were receptive, were by now means prepared. It was just so for me.

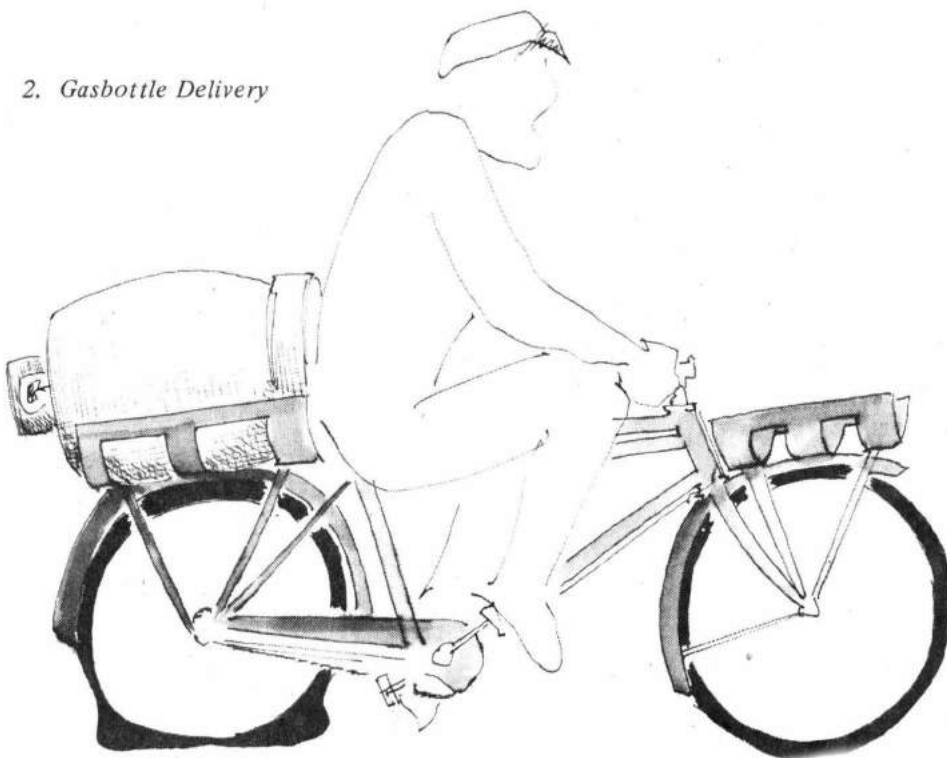
A while ago I was resident in Thessalonica, the second city of Greece, completing work on my interpretation of the universe when a young entrepreneur stole the unpleasant folding bicycle I was using. The next day I returned to the second hand dealer who had sold me the absent machine to purchase a replacement. We discussed the three offerings he had that day, the first similar to the dear departed for a folder; experience whispered 'No', the second was an open frame 'ladies' style which was quite suitable except it had no brakes; anticipation whispered 'No', so I began to consider the third.

I will go into some detail about this bike as it was my passport to pedalæontology. When I say it was old what I mean is that I don't think that this was the first second hand shop it had been in. It was long and red with large mudguards, the downtube said that it was a Borike, the man assured me that this meant it was German. I was uncertain if this hinted at a machine released from the chains of Eastern communism or one freed from the shakles of Western capitalism. He assured me that it was the one I preferred.

I began to inspect it meticulously, (here I refer the reader to the attached diagram (1). Note the chrome roller lever brakes pulling radially onto the rim. Note the two large mudguards suitable for the mud pools of Rotorua. Note the two large springs under the saddle; one for each cheek. Note the two top bars enabling one to carry car batteries or barbells without damaging the frame. My practiced eye summed it up and I exchanged it for 3000 work credits.

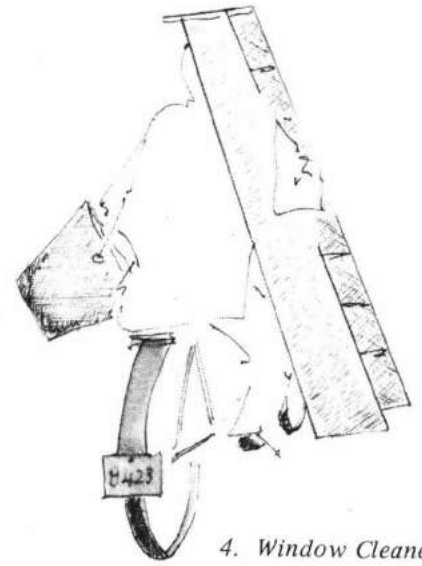
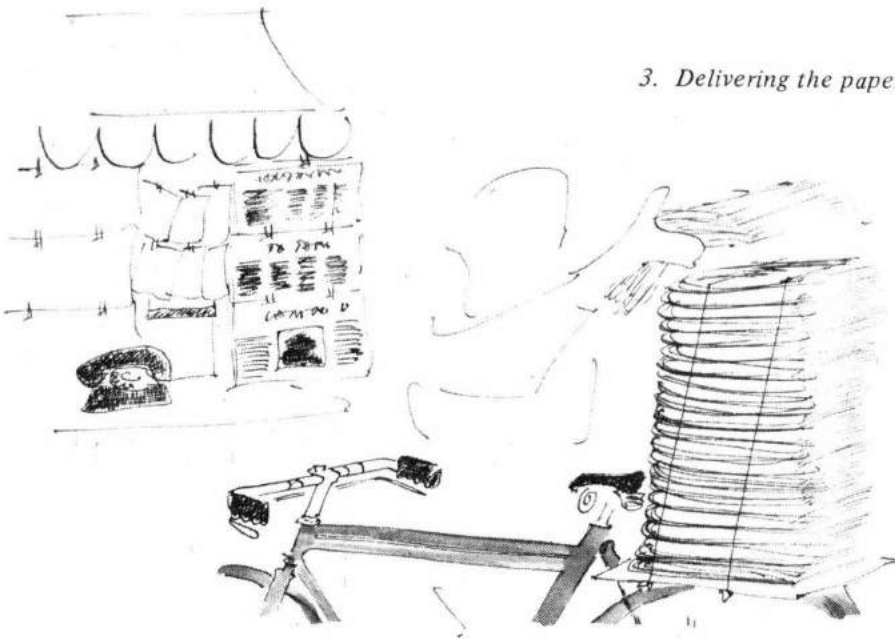


1. The Gorike



2. Gasbottle Delivery

3. Delivering the papers



4. Window Cleaner

Ten minutes later I realised that the pedals rapped the frame, the forks were snapped inside the headset, that the tyres were bald and that the carrier had escaped from a mousetrap factory. It turned out to be a reluctant stopper, to have slow acceleration and a modest top speed. It was so long that the front wheel always arrived ten minutes ahead of me. But its cornering and cruising habits were impeccable and as I bowled along behind the wide mudguards I was Isadora Duncan or Jay Gatsby and the long forks and

spring saddle conjured up visions of T.E. Lawrence or some leather helmeted daredevil at Brooklands: I was content.

It soon became apparent that I was not alone in riding one of these fantasy machines. They were everywhere, and carrying people was only one of the things that they did. As casual observance turned to serious study I became aware that in Greece there remained the last survivors of a pre-petroleum transport system. Soon my days were filled with data collec-

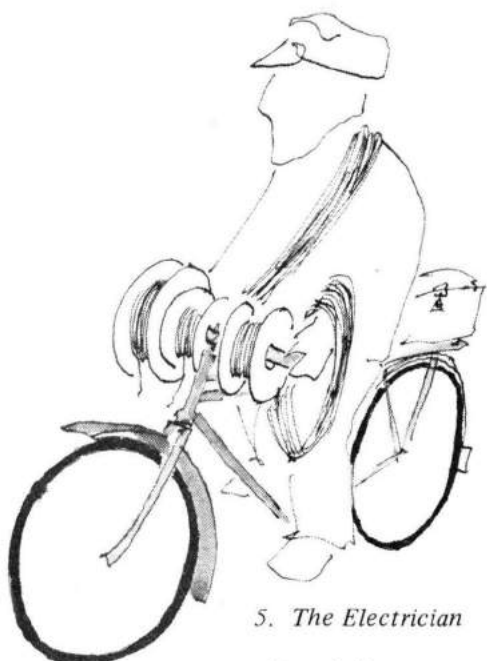
tion and my nights were spent with the classics of all branches of science in an attempt to discover how this system had worked and why it decayed. The results of my work are now well known but let me run through them again.

When Darwins pet Beagle died he realised that only fit animals would survive. This is also true of bicycles, for, though I saw them used to deliver up to two gas bottles and huge piles of newspapers (see diagram 2 and 3), I never once saw either of

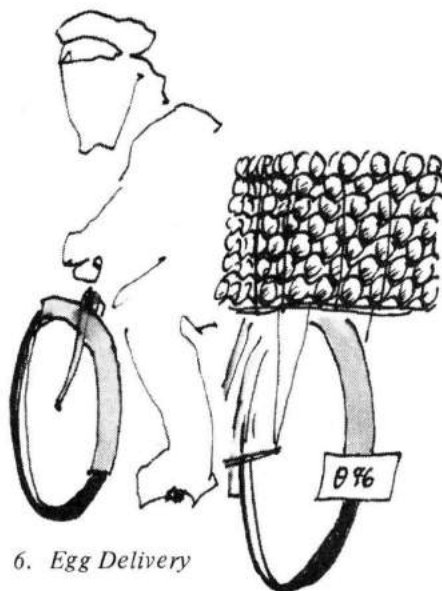


TOURLITE HELMET

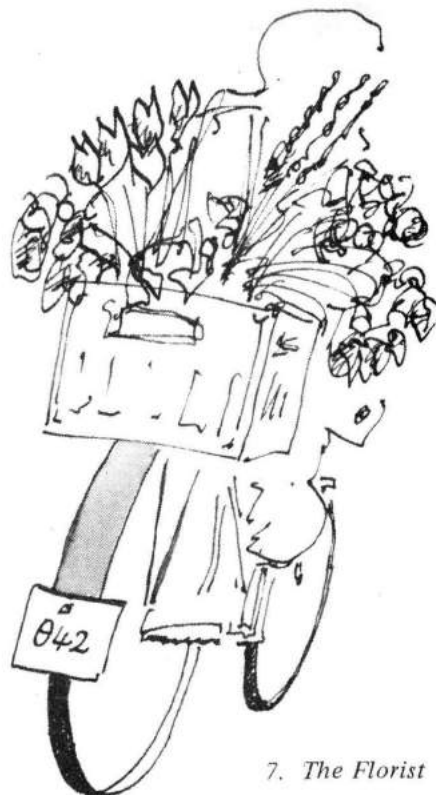
BELL



5. The Electrician



6. Egg Delivery



7. The Florist

these two species tackle a hill. (Footnote: As A. Davis and Wittgenstein have pointed out this could be due to changing dietary and literacy patterns.)

When James Watt connected the kettle to his Mum's sewing machine he revolutionised the British textile industry. Ever since then technology has gone hand in hand with making a crust. Window cleaners and electricians are two trades that can still be seen harnessing the power of the bicycle (see diagram 4 and 5).

Not all extinct creatures were as

unsubtle as the sabre-tooth tiger and it was Lorenz who opened my eyes to the sensitive and delicate response of the bicycle to its environment: There was a man down the street who carried about 20 dozen eggs regularly without mishap note also the florist (see diagram 6 and 7).

Fortunately sex is inescapable but I have no intention of inflaming the reader with salacious detail about the sex life of bicycles; due to lack of firm evidence we are still groping in the

dark. However I often saw men dinking their wives (see diagram 8). Freud cites cases of mothers and children being dinked, Millet argues that in some areas the women dink the men. I am reluctant to come to a conclusion as many positions and permutations are certainly possible and enjoyable.



BELL BIKER HELMET

THE POPULAR BRANDS: HILLMAN HAS THEM ALL!



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SHOES
DETTO PIETERO
BATA

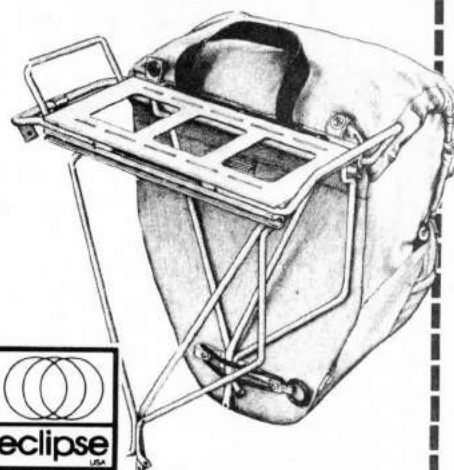
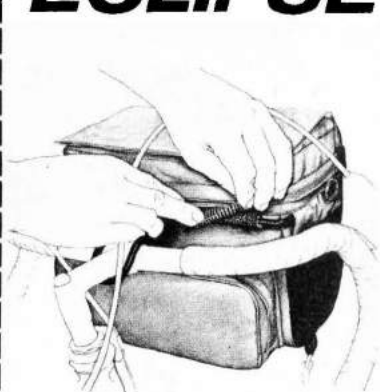


TYRES
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To illustrate the comprehensiveness of the bicycle system we could mention Pasteurs role in designing well balanced milk panniers (9), the lead shown by Copernicus in carrying round tables (10), and in economics some workers controlled the means of propulsion (11) there were the Saturday morning monetarists (12) and those who still relied on Keynes (13).

As you can see most of the pieces of the palaeontologists jigsaw are in place: the velocipede was obviously as integrated part of the transport cycle and then one day, my research suggests a Tuesday, the whole interlocking structure fell apart with the finality of a Chinese puzzle and the working bicycle faded from memory as completely as the costophorotoporus.

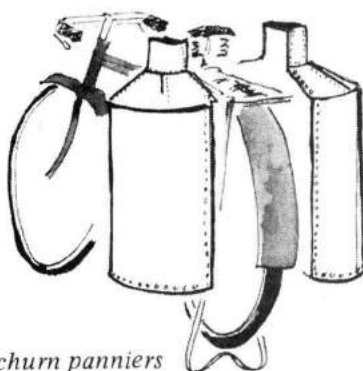
Why the collapse occurred is still not clear. It appears to be linked with the arrival of the motor car which although it has a much larger turning circle and can't be easily lifted over fences, has supplanted the bicycle.

Various mutations of the machine occurred in an attempt to avoid oblivion e.g. the knife grinder (14), bread roll salesman (15) and the tray top trike (16). But like Buckners leaping tortoise and the horizontally striped zebra these mutants merely postponed the end. It is strange how wrapped up one can get in a project and lose all sense of the real world: for example one day, shortly after I had dropped my academic bombshell on the Royal Society, I happened to

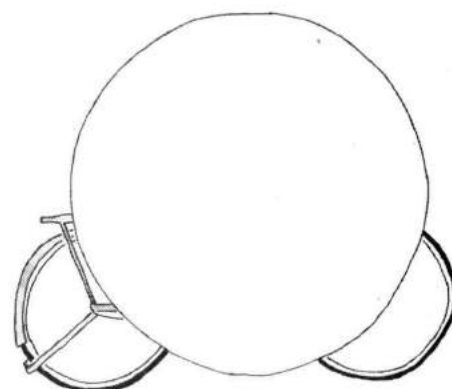
notice that the young man alongside me at the traffic lights was astride my previous bike. I got into conversation with him, we chatted about where he had found it, what did he think of its handling and so on, then I asked him if he would like to return it. When he agreed I let go of his clothing and replaced him on the ground. Strangely he seemed to travel faster off the bike than on it! As I made my way once more to the second hand dealer to trade in my newly restored possession I wondered whether I would have stumbled on the field of Pedalaeontology if the young man hand't stolen my bike. Probably not I thought. Then I realised that I should have said thank you to him, but by then it was too late.



8. Wife Dinking



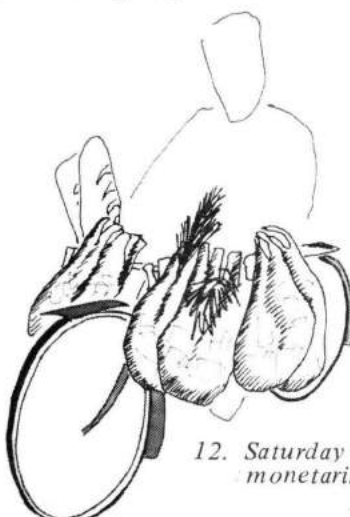
9. Milk churn panniers



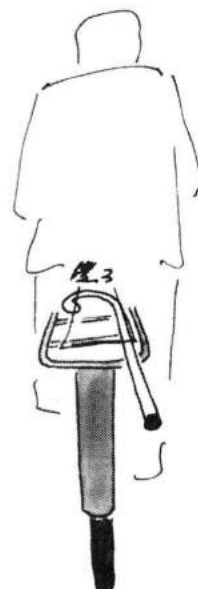
10. Carrying round table



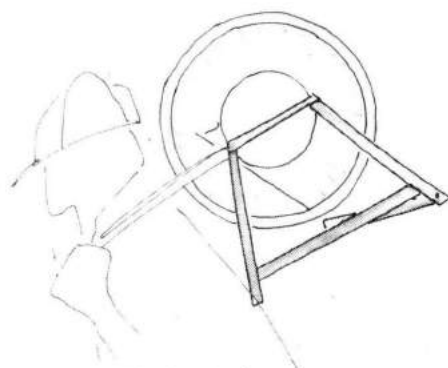
11. Worker controlling means of propulsion



12. Saturday morning monetarists



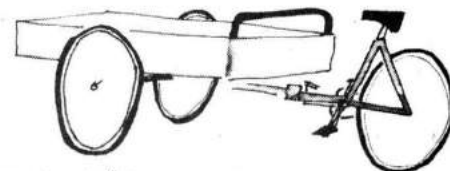
13. Reliant on keynes



14. The Knife-grinder



15. Bread-roll trolley



16. Tray-top trike

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Front Forks

Tange Butted Stem with Hi-Tensile blades with solid ends, chrome plated 8" up from Tips.

Head Fittings

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Rear Derailleur

Shimano 600 EX Series

Front Derailleur

Shimano 600 EX Series

Shifting Lever

Shimano 600 EX Series

Brakes

Shimano 600 EX Series
Side pull with hooded levers.

Chainwheel & Crank Sets

Shimano 600 EX Series
Light alloy cotterless 40/52T x 6 1/2"

Rims

Araya Model 16A (2) light alloy
27" x 1 1/4" x 36H

Tyres

Silver Star Black with Gum Side 27" x 1 1/8"

Tubes

Silver Star Butyl Black with French valve
27" x 1 1/8"

Rim Tapes 27"

Spokes & Nipples

Stainless Steel Double Butted 14/16G

Freehub

Shimano 600 EX Series Large flanged
36H quick release type Silver with 5
speed Multiple freewheel 13-15-17-19-21T

Front Hub

Shimano 600 EX Series Large flanged
36H Quick release type Silver

Handlebar

Light alloy

Handlebar Stems

Light alloy

Handlebar Tape

Cloth

Chains

Shimano Uni-glide Black / Gold
1/2" x 3.32" x 114 Link

Pedals

KKT VIC 11 Light alloy Silver with Reflector

Toe Clips

Model 67-10, Leather

Toe Straps

Saddle

Kashimax Super

Saddle Pillar

Sakae Light alloy

Double X

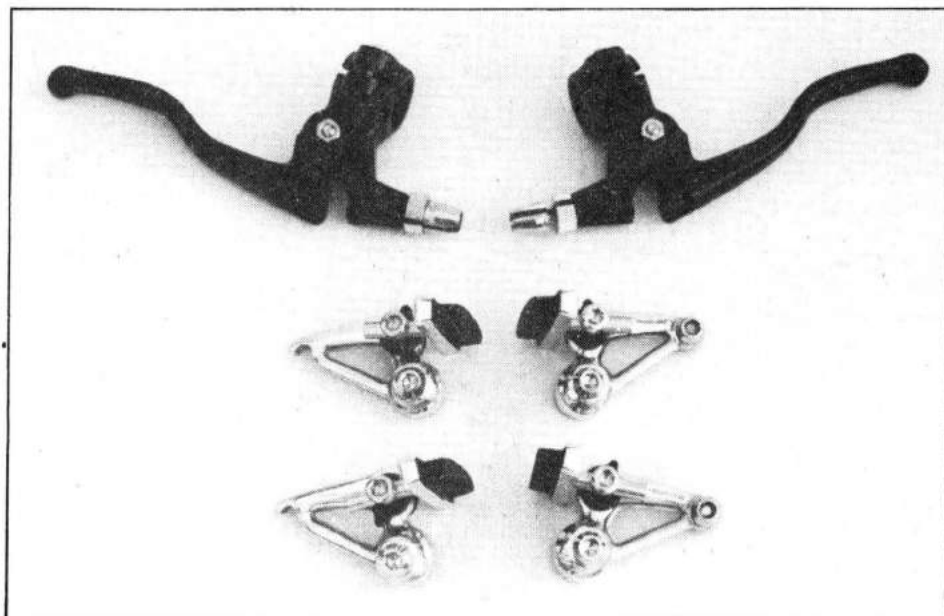
Malvern Star



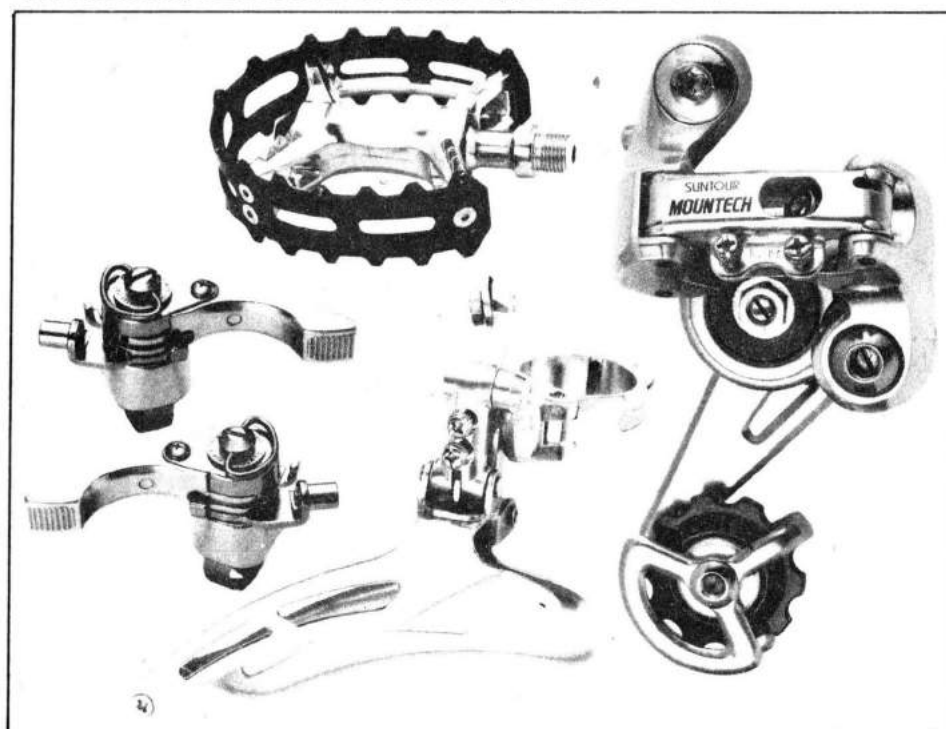


THE FAT TYRE FANATIC

NUMBER ONE APRIL/MAY 1983



Above: The Shimano Deore XT Cantilever brakes and alloy brake levers. Below: Suntour Dirt Series components. Clockwise from the top: XC Pedals, Mountech rear derailleur, Mountech front derailleur, power thumb shifters.



The Fat Tyre Fanatic

We begin a bimonthly feature for followers of the Fat Tyre Phenomenon. Each issue of *Freewheeling* will bring you new developments in the exciting world of Cruisers, Clunkers and Mountain Bikes, presented in our fat tyre feature, *The Fat Tyre Fanatic*.

New Components from the Japanese
Not just one but two of the world's largest bicycle manufacturers have taken up the Mountain Bike craze and are turning home grown machines into advanced bicycle technology.

Shimano and SunTour have each released sets of components expressly designed for Mountain Bike use.

The Shimano equipment is an offshoot of the Deore component series and is called the Deore XT. Presumably the XT means extra tough because the equipment will have to stand up to extreme use before it gains a market place acceptance.

The XT system uses standard Deore pedals and chain wheel set and adds new design hubs, cantilever brakes, motor-bike type brake levers, and front and rear derailleurs.

The Fat Tyre Fanatic will bring you a review of this equipment later in the year when frames and other components start arriving.

The SunTour company has long been to the forefront of good equipment design. Its latest Dirt Components Ensemble features state of the art design which will eventually rub off on other areas of cycling.

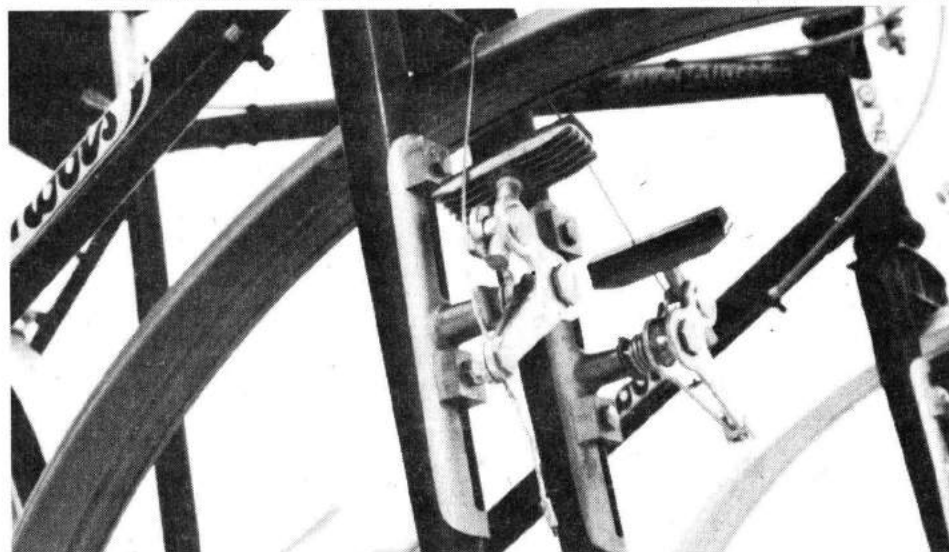
Its new products are XC I and XC II pedals, Superbe Tech L sealed 2 pivot derailleur, Mountech front and rear derailleurs, sealed bearing heavy duty hubs and power thumb Shifters.

The shifting levers have been previewed in *Freewheeling's* new products column and live up to all of their advance publicity. A 'raised' mounting configuration permits them to be mounted up close to sponge grips and/or brake levers. They are ideal for any kind of 'upright' style handlebars. SunTour claims that they are ergonomically designed, which means that they are engineered for human use.

The levers can be mounted in a number of different positions to suit handle bars and can even be mounted on the tops of standard drop handle bars — good-bye bar-end lever controls!

The Superbe Tech rear and Tech Front derailleurs are currently being road tested by *Freewheeling* and results will be published in future issues.

The XC II pedals feature a wide oval shaped cage (which is replacable in the event of damage) and labyrinth sealed bearings. Toe-clip adapters are also available.



Mountain Bike Exotica

People will do crazy things to be able to 'go anywhere'. Take this Mountain Bike pictured at the Devil's Thumb Tour. The front 'chain wheel' is a modified freewheel sprocket able to select ridiculous ratios. This bike is definitely for climbing rock walls and other vertical surfaces. The front derailleur is a SunTour Compe V and the rear is a Huret Duopar.

The bottom photo shows an ingenious design for adjustable cantilever brakes. No explanation was provided as to why this is needed but the obvious reason would be to allow 27 inch wheels to be fitted to the bike.

Note the wide alloy mudguards supporting the bridge cable on the Mafac brake arms.

Photographs courtesy of Geoff Haydon, General Accessories Pty Ltd.

The Mountech rear derailleur has a 34 tooth capacity with a largest sprocket size of 34t. The derailleur cage is similar to the AG Tech and Superbe Tech in that it features the unique twin pivot mechanism.

SunTour claim that this design improves the shifting ability of the derailleur by placing the top jockey wheel as close as possible to the free-wheel sprockets.

Double articulated derailleurs have long been made by other manufacturers, but SunTour say that by placing the second spring pivot on the top jockey wheel the cage is better able to minimise the amount of chain wrap up, especially on wide range gears.

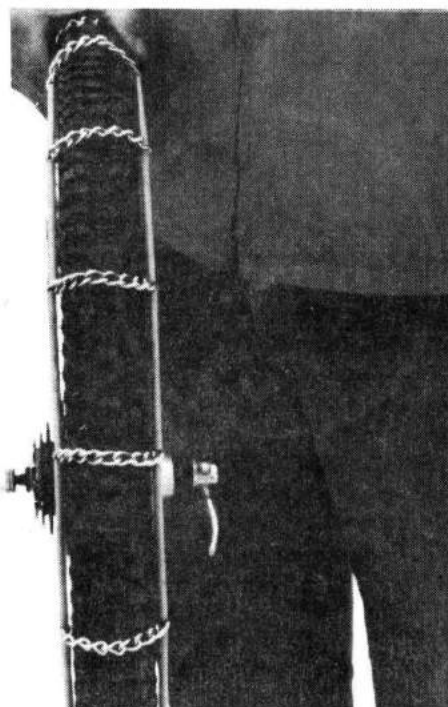
Mountain Madness

The Mountain Bike as a viable off road vehicle is taking off in the USA. The two states where this bicycle has taken hold are California and Colorado.

The state of Colorado is the home of many long standing Mountain Bike events, including the Crested Butte to Aspen Bicycle Tour now in its seventh year. The tour climbs over the 12,700 feet (3871m) Pearl Pass high in the Rocky Mountains.

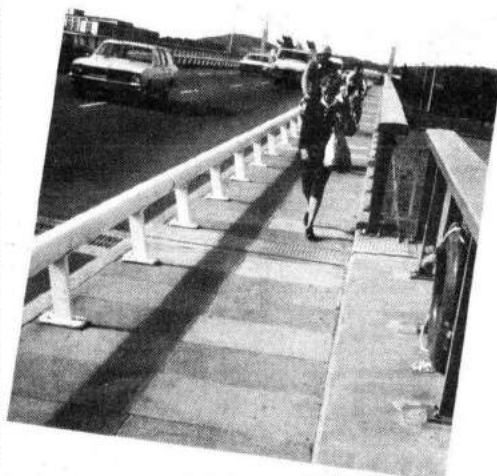
At these altitudes snow is possible at any time of the year but this doesn't deter the 110 riders from completing the course over tracks which qualify more as water courses than roads.

The photos on this page depict another (but similar) aspect of Mountain Bike touring in the mountain state. The photos show the start and some of the participants of the Devil's Thumb Tour held in somewhat icy conditions in Colorado.



Canberra's Cyclepaths

From the bike saddle



The two faces of cycling in Canberra. *Left:* A picturesque avenue through parkland with good riding surface and visibility. *Right:* Cyclists mix it with pedestrians on the Commonwealth Bridge separated from high speed traffic by only a low guardrail. This bridge is the main north-south crossing of Lake Burley-Griffin.

by Max Nankerris

As a long-standing Melbourne bicycle commuter I have become hardened and cynical from the high level of atmospheric and other pollution, cyclist-hating motorists and poor road surfaces etc. So a recent two weeks extensive use of Canberra's bike path system sharply highlighted for me the differences between the two cities for cyclists. By any comparison Canberra comes off looking good.

The chief difference is that, unlike in older and larger cities where the planning for cyclists has more recently explored ways of integrating cyclists into the existing road network, Canberra planners have taken a different direction. Their approach still seems to be that of providing an extensive network of off-road paths to reduce cyclist/motorist conflict.

In general this has achieved a high level of success, though cyclists still continue to perplex the planners by using in addition the road network, as a 1978 study indicated. (1) Some see the paths as circuitous and trade off safety against a shorter distance. Others claim that due to the several road crossings the paths have their own level of danger. As one accustomed to the terror of Melbourne traffic I

had little sympathy with these claims. Perhaps one simply becomes blasé about such luxury.

The Good News And The Bad News

Like that series of jokes of some years past, when it comes to Canberra's bicycle planning there is the 'good news and the bad news'.

Some of the good news is the extensiveness and comprehensiveness of the path network. Although not yet completed, the projected and completed sections give access to most significant destinations such as Town Centres, educational institutions and recreation centres. The general pattern is arterial type routes to major locations with feeder routes to more local areas. Few destinations appear to involve extensive on-road riding.

Not only can cyclists ride for many kilometres with mercifully few road crossings, but in almost all cases the routes are visually attractive. Some parts of the network meander through almost unspoilt countryside while others utilise the more formally developed parks.

While the inner city area has some unfortunate conflict spots, in the newer sections there is an attempt at com-

plete motorist/cyclist separation using bridges and underpaths.

To assist riders to find their way the National Capital Development Commission publishes a free bike map showing paths and major locations. However, as is pointed out later, all is not as it might be in the world of Canberra cartography.

One aspect of cycling in Canberra which is somewhat unique is that it is permissible (with some minor exceptions) to ride on the footpath. While not everyone agrees with this situation, especially pedestrians, I am inclined to think that, despite the injuries that might befall little old ladies, it is less than that inflicted by cars on cyclists. Pedestrians make the odd complaint, but my observation is that it works. Those municipal officers who ban cycling in parks and institute planners such as those at the University of Melbourne who attempted to eliminate the 'Bicycle Menace' would do well to go and observe the results. (2)

But, as suggested, not all is perfect in Canberra bicycle planning.

One of the more disappointing aspects is some engineering detail. While engineering tolerances for bicycles may be less critical than for high-speed cars, in a city with such lavish

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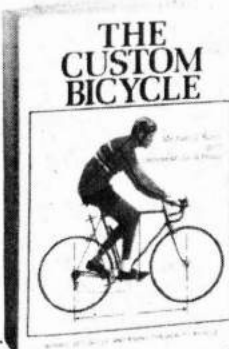
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Above: Motorists get warning signs but not Canberras cyclists who suddenly find around a corner this obstruction on the lake side cycleway.

Below: Try negotiating this bend at night. Obviously the Canberra system was not constructed for quick commuting.

roads it is reasonable to expect certain design standards in bike paths. So we are left wondering why there are several sharp, almost right angled turns immediately following long straight stretches. Because riders are unable to take these at any great speed they have to lose their hard earned momentum. As well, there is some danger on wet days when brakes are less efficient. In addition some of these bends are partially obscured by growth.

As a safety measure the points at which the paths cross the road are generally, though not always, indicated by dog-leg entrances or rumble strips. Some cyclists complain of these strips and there is ample evidence of riders avoiding the dog-legs. Yet the real annoyance at crossings is one which has nothing to do with safety and a lot to do with cyclists discomfort. It is the presence at many of

the gutters of a 3-4 cm lip as one drops to the valley of the gutter. Interestingly, some of these gutters have been filled with crude lumps of cement. The quality of the work suggests it is more likely the work of an irate and frustrated cyclist with buckled wheels than workmen from the Department of Capital Territories. In any case, as a solution it seems to work.

But one of the most dangerous aspects of the engineering side of the network is the crossing of the lake via Commonwealth Bridge. Here one foot-path, approximately 1.5 metres wide, is shared by pedestrians and both north and south travelling cyclists. The only barrier between cyclists and potential death is a low rail at about pedal-catching height. I was told moves are underway to rectify this to some extent. But it seems bad design (or poor expediency) that it got to be there in the first place.



Above: A pedestrian/bike underpass a safety feature of the Canberra system. *Below:* The barriers were placed to slow cyclists down before the intersection crossing. In the dark it could prove very dangerous. Note signs of avoidance.

Maintenance

Maintenance, too, has not been high on the list of priorities. While in general the surface of the paths is good, there are some sections where the path has been allowed to seriously distort. There is also the occasional strategically placed pothole. In some places the question of who has the right-of-way, the cyclist or the weeds along the margin, has arisen. These 'natural' edge lines may have aesthetic value, but they significantly reduce the path's capacity. The worst example of this is in the section in Haig Park where the tree planting creates a romantic vista for the cyclist. A romance somewhat destroyed by the bone-shaking ride caused by the tree roots sitting proud. Clearly some of the grants for bicycles in Canberra has to go to maintenance along with that for new paths.

Signposting

Distinct from the engineering questions

is the aspect of encouraging the use of the network. Knowing where you are going is basic to the use of the paths, yet annoyingly, signposting is one of the least developed aspects of the system. For the uninitiated there is little hope of finding ones way, an experience not shared by motorists in Canberra. The less-than-accurate map is helpful – if one has one. But faced with the several unsignposted junctions and spurs, and the occasional change of path alignment, the cyclist can experience the frustration (as this writer did) of being literally up the creek.

A useful device which would be particularly suitable for Canberra paths is the mushroom type signpost which has the advantage of being aesthetic, unobtrusive and relatively vandal proof. If used such posts could incorporate schematic and verbal directional signs as well as

sections of the bike path map. In this way users would become rapidly familiar with the existence of the map.

Doing It At Night

An associated directional problem is that of night riding. The best advice that could currently be given to night riders is 'Don't'. For the intrepid the perils are numerous.

One strong reason for not doing it at night is security. The several long distances through isolated bushland could be, to say the least, off putting to all but the bravest. Lighting, even though expensive is warranted at some points.

But on a more practical level there is the problem of riding on such paths with the present-day inadequate lighting on bikes. With no path lighting, and at any reasonable speed, it is simply not possible to see where you are going. White line markings on the margins could be a short term solution, though a better approach would be to investigate the use of reflectors.

Some of the more exciting traps for night riders include unlighted sharp bends, dog-leg entrances to narrow bridges, (and so again into the creek), high, or even worse, low poles in the middle of the path, and of course the occasional disappearing path where roadworks are in progress.

The Bike Path Trap

At first glance the route map looks great, a feeling enhanced by the fact that it comes free. (Providing one knows where to get one.) However the euphoria can soon disappear when the map is put to use.

Maps can be extremely useful in informing, and the optimum use is generally gained before or during the first trip over a route. For this reason it is important that they be accurate, clear and informative. Alas though, unlike so many other things in Canberra, cartography does not appear to have reached the 'state of the art'.

The most critical problem is that the map actually indicates some paths which don't exist. This problem is all the more annoying for reason of the fact that there is a code on the map for 'projected paths'. Conversely, and still somewhat annoying, is the existence of completed but unmarked paths. Cyclists are generally careful about wasting effort. There is clearly a need for some revision and updating.

The other major disappointment about the map is its lack of precision. Yet the scale used could allow quite detailed information. For example, the marking of a crossing at Dryandra St. is incorrect, as are the severity of the bends which follow. A section around the lake edge near Sullivan's Creek is

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equally confusing. (Another creek problem!)

On the plus side it was useful to find distances between marked points given, though there is no evidence of a route numbering system, which would be useful.

It is good to see that the base map indicates all streets in a low-level tone and picks-out the bike paths in contrasting red. To ensure that the map does not appear too cluttered only the main roads are named, though for the newcomer there does appear to be a case for some more street names.

And again, thinking of the energy conscious cyclists, it is annoying to find no indication of gradients. With such a map it would not be too difficult to indicate significant gradients, or, to do the job properly, use a contour base map.

In brief, while the map is an excellent idea, it falls short of expectations.

Conclusions

Yet despite my criticisms of Canberra's cycling facilities, they are certainly a unique development. Their presence indicates that somebody has recognised the needs and existence of cyclists in the community. The hours (or kilometres) of pleasant and hassle free riding possible in Canberra are something which cyclists in most other cities can only dream about. It is just that there is room to improve the dream.

References

- 1) *Survey of Canberra Cycle Paths, 1978, Summary Report.* (1979) GHD-Parsons Brinkerhoff Pty. Ltd./NCDC., Canberra.
- 2) At the start of 1981 the University of Melbourne banned cycling over most of the campus and distributed leaflets to this effect which talked of 'the bicycle menace'. Subsequently some aspects of this have been reviewed.

A mushroom signpost – an attractive and practical suggestion to avoid Canberra cyclists getting lost.



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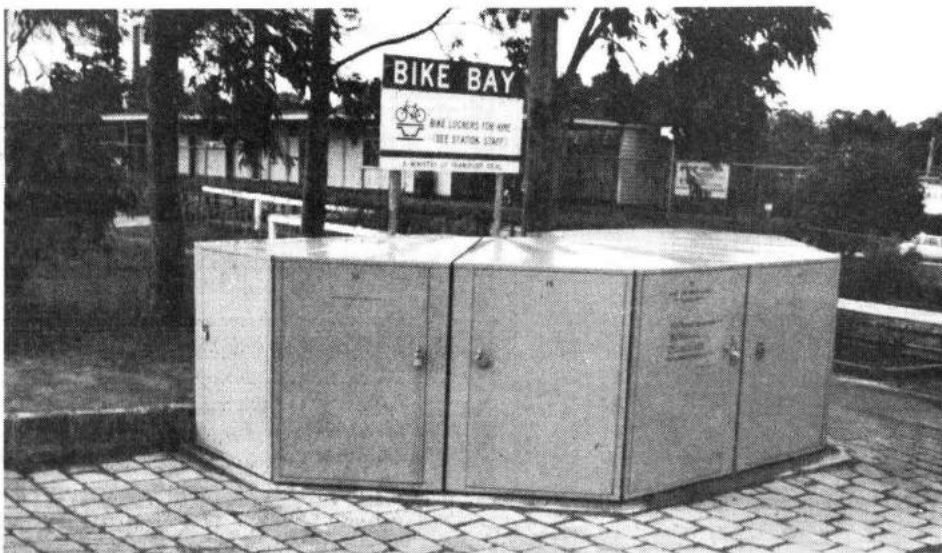
Bike/Rail Travel

Bicycles banned in some states

A survey of the states' rail systems has turned up some surprising results in the area of bicycle rail travel.

The survey conducted by Peter Brandis found that the carriage of bicycles on Brisbane's new electric trains is prohibited, there are severe restrictions on travel in the Melbourne electric system to the extent that travel on its newer stainless steel electric trains is also banned. The most liberal states are South Australia, West Australia and New South Wales, though on country trains Queensland offers a good service.

Peter started his survey by writing to the rail authorities in each state to obtain their official policy on the carriage of bicycles on trains. In some cases some follow up was necessary to clarify stated policy. Here are the results of his study.



Above: New bike lockers installed at a Melbourne suburban railway station give good protection and security. Commuters rent lockers on a three monthly basis. Below: 'Rabbit ear' type racks in use in Melbourne. Photos A. Parker.



More than any other form of public transport, heavy rail (trains) offers to the bicycle commuter and tourist the best means of bridging the heavily trafficked 'gaps' between home and cycling destinations.

For the heavily laden tourist the safest way of entering a major city is to board a suburban train and travel to one's city destination by rail.

Commuters often do not need a bicycle at both ends of a train journey but when a trip has to be made deep into an area which is not serviced by the rail or public transport network a bike/rail journey is the only alternative to a car trip.

Since the event of mass motor car travel there are many areas in our capital cities which are poorly serviced by public transport. In some instances there are areas that are completely without public transport facilities and residents and their visitors are dependent on private vehicles.

To find out the policy of each state, a letter was addressed to the Transport Authorities asking each of them a series of questions such as:

1. Is it permissible for cyclists to carry standard bicycles on the suburban network?
2. What fares are charged?
3. Are there restrictions on the carriage of bicycles?
4. Are there restrictions on the type of train/carriage bicycles can be carried on?
5. What are the fares and policies on interurban systems?
6. Does the railway authority provide secure parking facilities at stations for bikes?

The major findings of the study are set out in the chart. To clarify certain points it is necessary to examine a state by state approach.

Queensland

The Deputy Commissioner in his response to the survey, states that it is not the policy of his department to encourage the carriage of bicycles on suburban trains.

Of all the replies, the response by the Queensland Railways was the most brief and disinterested.

Further representations with the Transport Minister has revealed a 'no-change' attitude from the Queensland Government indicating another response in matters relating to cyclists.

Bicycles are not permitted on suburban electric trains and it is not now clear what policy the government has on its other trains.

A request for full information on carriage of bicycles in other areas brought no response.

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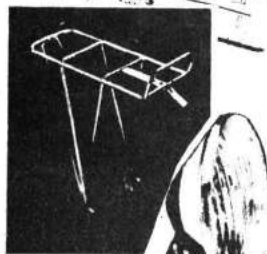
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Victoria

The most surprising of all the states in its attitude to bicycle rail travel is the premier cycle planning state of Victoria

In his reply to the request for information, the secretary for railways I.J. Reiher stated that:

The carriage of bicycles is prohibited in all types of passenger carriages in service on suburban and country lines.

On the suburban system, bicycles can only be placed in the rear guard's van. However, difficulties have arisen in this regard as silver type suburban trains which have progressively been introduced into the Victorian system over the last few years and will eventually replace all the older type carriages which are currently still in use, do not have sufficient van space available to allow the carriage of bicycles.

In effect this means that bicycles can 'legally' be carried only in the guard's vans in the old Tait and Harris trains which are progressively being withdrawn from service.

The secretary went on to say that in view of the difficulties this causes, an investigation is being undertaken to clarify regulations and conditions for bicycle carriage.

He concluded by saying that the results of this enquiry will not be known for some time.

In a surprising admission, one of the BIV representatives on the State Bicycle Committee of Victoria, Alan Parker, claimed he had no knowledge of the rule or the inquiry being held. He said that this was highly irregular because Vicrail as members of the SBCV were obliged to notify the committee of any enquiry involving bicycles which they might hold.

The rule effectively means that hundreds of bike riders are currently transporting their bicycles illegally by train in the metropolitan area.

On interurban services the same restrictions apply as with other states where carriage of bikes is limited to availability of guards' van space.

Vicrail has distinguished itself though by the re-introduction of bicycle parking (racks and loaders) at its stations. The lockers are the most advanced design in the country even if its single bike racks (rabbit ear type) aren't up to reasonable design standards.

Initially the lockers were provided by the State Bicycle Committee with incredible resistance to their introduction shown by Vicrail. Once the trial installations were proved a success, Vicrail has become more willing to proceed with the introduction of lockers at many more stations including the new Museum underground station.

South Australia

The Adelaide suburban rail system is operated by the State Transport Authority. The country rail system is operated by Australian National Railways which also operates *The Trans-Australian* service across the Nullarbor.

In its reply to the request for information the STA said that there are basically no problems with the carriage of bicycles on suburban rail cars. (Adelaide has a form of rail motor and their system is not electrified). The number of bicycles permitted is at the discretion of the guard and on the newer 2100 class rail cars there is no space for bicycle carriage.

Some 860 class luggage cars have been refurbished to enable 35 bicycles to be carried. These are run on certain trains where the known bicycle traffic is heavy. They are also utilized when bookings are made by various bicycle clubs or groups.

Fares on the STA trains at 20c are by far the cheapest of any rail system.

West Australia

Though the suburban rail system has been severely reduced over the past twenty years the trains still run and bicycles are carried though space is limited.

Bicycles are not restricted to special carriages or compartments such as guard's vans. The fare structure is different to other systems. A 65 cent fare will permit travel on all suburban trains for a period of two hours. A 28 day bicycle ticket is also available on the same basis for \$10.00.

On country lines *The Prospector* running between Perth and Kalgoorlie has no space for bikes though the other Adelaide bound trains will carry your machine at the accompanied rate of \$3.00.

Tasmania

There are no longer passenger carrying trains in Tasmania. These have now been replaced by buses which have some bicycle carrying capacity. This can be a hit and miss affair and depends on whether there is room in the buses luggage locker for your bicycle.

New South Wales

Though the government and State Rail Authority in this state claim that they support the view that cycling is a convenient and healthy means of recreation and transport, both have been very slow to initiate new programmes for cyclists in this most populated state.

A locker trial programme at Campbelltown and Penrith (provided by a private company) is being trialled but

the general initiative and 'on the ground' facilities lies far behind that of Victoria.

The State Rail Authority has always allowed the carriage of bicycles in its suburban electric trains and in most of its over-night mail trains but in the new high speed XPT trains there is no space provided whatsoever.

Fares for bicycle travel have recently gone up and suburban bicycle travel (accompanied) now stands at \$1.00

A special return concession fare is available on weekends within the metropolitan area. This fare was 60c before the increase.

Restrictions on bicycle travel exist on the inter-urban electric trains as guards compartments and carriage design do not provide sufficient space for bikes.

Travelling with Your Bike

All interstate trains will carry your bike in the luggage van at the accompanied rate. On the Sydney to Melbourne run this is \$19.00

When it is considered that the airlines will carry accompanied bicycles as (free) luggage, rail travel with a bicycle seems like a rather expensive exercise.

The recent arrival in Australia of some very good bike carrying bags offers a practical alternative. If your bicycle is partially disassembled and packed in a bike bag it goes free within the (second class) 50 kg baggage allowance on most interstate rail routes. If you are travelling overseas then such a bag is a must as the international air carriers require you to disassemble your bike and enclose it in some form of packaging.

In view of the importance of these bags, *Freewheeling* will be bringing its readers reviews of these bags in future issues.

The Biggest Rail Rip-off

Evidence of the blatant discouragement of bicycles on trains was revealed this Easter when TOSH riders came up against the new Canberra Sydney rail charges. The full adult fare is \$15.80 whereas the accompanied bicycle fare is \$10.30.

Of this amount Australian National railways rips off an amazing \$2.70 for its eight kilometres of track between Queanbeyan & Canberra station.

Australian National is required to operate at a profit. Its pricing policy in this situation represents blatant profiteering.

POLICIES OF STATE RAILWAYS IN REGARD TO CYCLISTS

	SA	WA	NSW	VIC	QLD
Bicycles permitted on suburban trains?	Yes	Yes	Yes	Yes	Not on electric
On country trains?	On some trains	On some trains	On some trains	On some trains	On some trains
Restrictions	At discretion of guard	No	No	Yes	No
Fare suburban only	20c per journey	65c for 2hr ticket, \$10 for 28 day ticket	\$1.00. Special fare available on weekend	Between 35c and 80c depending on zones	N/A
Bicycle facilities*	Lockers at 2 largest stations, racks at most	Racks at 11 out of 32 stations	Lockers at 8 stations, racks at others	Lockers at 11 stations, more planned. Racks at 122 stations	1 locker Racks at many stations

* Lockers indicate full security whereas racks offer little if any security.

Number

5

of a Series

SunTour's New Winner Freewheel System

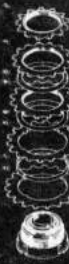
The bike is a tool...a means to an end. Its fundamental purpose is to extend the range and speed which man can travel under his own power.

Bike and rider are an ergonomic system, and it is vital to this system that the mechanical components which support it work in complete harmony with the realities of the human component's needs and behavior.

The New Winner Freewheel System is just one of SunTour's approaches to making your bike a better tool.

SunTour freewheels have been ranked among the very best in the world. Not satisfied with that, SunTour's research and development has improved on what was already accepted as superior performance, by designing and producing the unique New Winner Freewheel.

Features



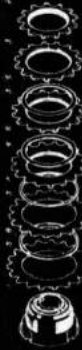
1. As a conventional five-speed freewheel, the New Winner body can be assembled with 3.5mm sprocket spacing for 120mm rear hub dimensions. In this mode, the New Winner can use any standard 3/32" chain, although performance is even better if the SunTour U-6 chain is used (see right column). Range is from 13T to 32T.



2. As a conventional six-speed freewheel, the New Winner body can be assembled with 3.5mm sprocket spacing for 126mm rear hub dimensions. This is accomplished by screwing an additional sprocket into the outermost sprocket of the five-speed. Again, any standard 3/32" chain may be used. Range is from 13T to 32T.



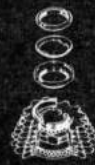
3. As an Ultra-six-speed Freewheel, the New Winner body is assembled with narrower spacers between the sprockets, providing 2.7mm sprocket spacing, and resulting in a six-speed cluster within the 120mm hub dimensions of a conventional five-speed. Called the New Winner Ultra-6, this mode requires the use of a SunTour U-6 chain, with narrower outer plates and almost flush rivets specifically designed for the 2.7mm sprocket spacing. The combination of a New Winner Ultra-6 and U-6 chain will upgrade any standard 10 speed bicycle to a 12-speed, without the need to redish the rear wheel. Range is from 13T to 32T.



4. As a seven-speed freewheel, the New Winner body is assembled with 2.7mm spacing, as in the Ultra-6 mode, and an additional sprocket, which can be as small as twelve teeth, is screwed into the outermost sprocket. This mode provides seven gears within the 126mm dimensions of a standard six-speed hub. Again, the U-6 chain must be used. Range is 12T to 32T.

Other Features of the New Winner Body

1. The first freewheel in the world which can be changed from five to six or seven speeds, depending on the rider's requirements at the time.
2. A range of 12 to 32 teeth on the same freewheel body, giving each rider the flexibility to change gearing to suit his changing needs.
3. Precisely adjustable bearings, which use a double nut system to allow the rider to adjust the freewheel bearings to 1/100mm, without the use of shims or spacers.

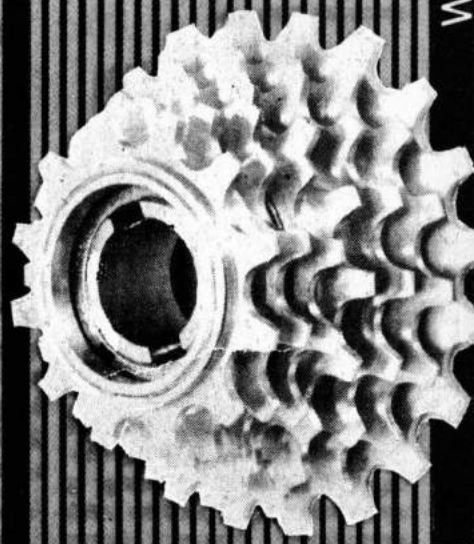


4. Precision-ground ball races, which are ground after machining and heat-treating, to correct for any possible distortion, assuring smooth rotation and perfect performance.

The Ultra-6 Chain

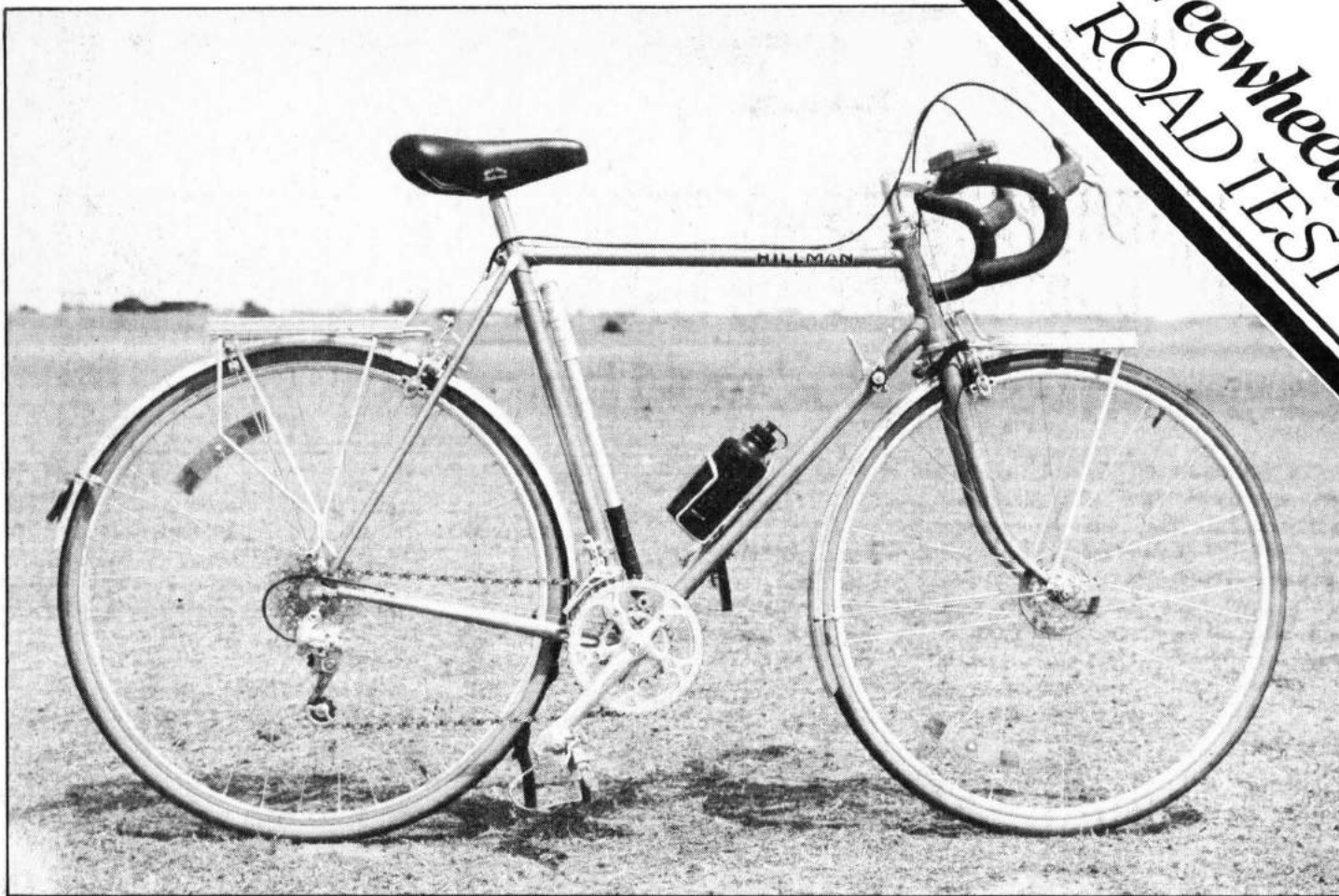


The deeply scalloped inner surfaces of the outer chain links produce dramatic improvement in shifting performance for the Ultra-6 chain, regardless of what freewheel is used. Nearly flush rivet ends reduce the chain's outside width without changing roller dimensions, thereby permitting smooth performance with as little as 2.7mm sprocket spacing.



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We make bicycle parts as though we're coming along for the ride.



Hillman Zeta Deluxe

Once upon a time if you were persistent enough to want to go on a long distance bicycle journey and felt that you needed a specialized machine to do the job, all you would get from trade enquiries would be blank faces and discouragement.

Ten years ago you had to know what you wanted before you walked into a store to select the best of the mostly racing componentry to put on your touring bicycle.

Touring has come a long way since then. There has been a veritable explosion of specially designed components frames and whole machines all catered to the very special needs of the short and long distance rider. Even though there are 'off-the-hook' bicycles set up for touring easily available, it is good to see that there are still plenty of specialist dealers who can also handle custom building. As most off-the-hook bicycles are assembled from kit form it is even possible to have this type of bike especially tailored to your needs.

One firm who do a good job of both types of bicycle and all the permutations in between is Hillman Cycles of Melbourne. Hillman's have been a name in the racing scene since

the thirties but they have been quietly servicing the enthusiast touring market for some years as well.

In order to see what they can produce for the tourer, *Freewheeling* chose one of their mid range models (or options) and went bush loaded down with bags and camping gear.

The Zeta deluxe is a very well constructed mid range touring machine built for comfortable long distance riding. The responsive 73° parallel frame provided stability and comfort over both bitumen and loose gravel surfaces. The Zeta tubing is a plain gauge chrome moly Columbus tubing and is hand made by Hillman's own frame builder to touring specifications.

Fitted to this frame was a superb transmission consisting of the excellent Sugino AT triple, SunTour ARX derailleurs and DID Lanner chain. The ratios were more than adequate for long distance touring with a super low of 21.9 and a high of 99.7 Gear ratios were reasonably spaced with no duplications. The gearing is almost a half-step combination with three extra alpine ratios.

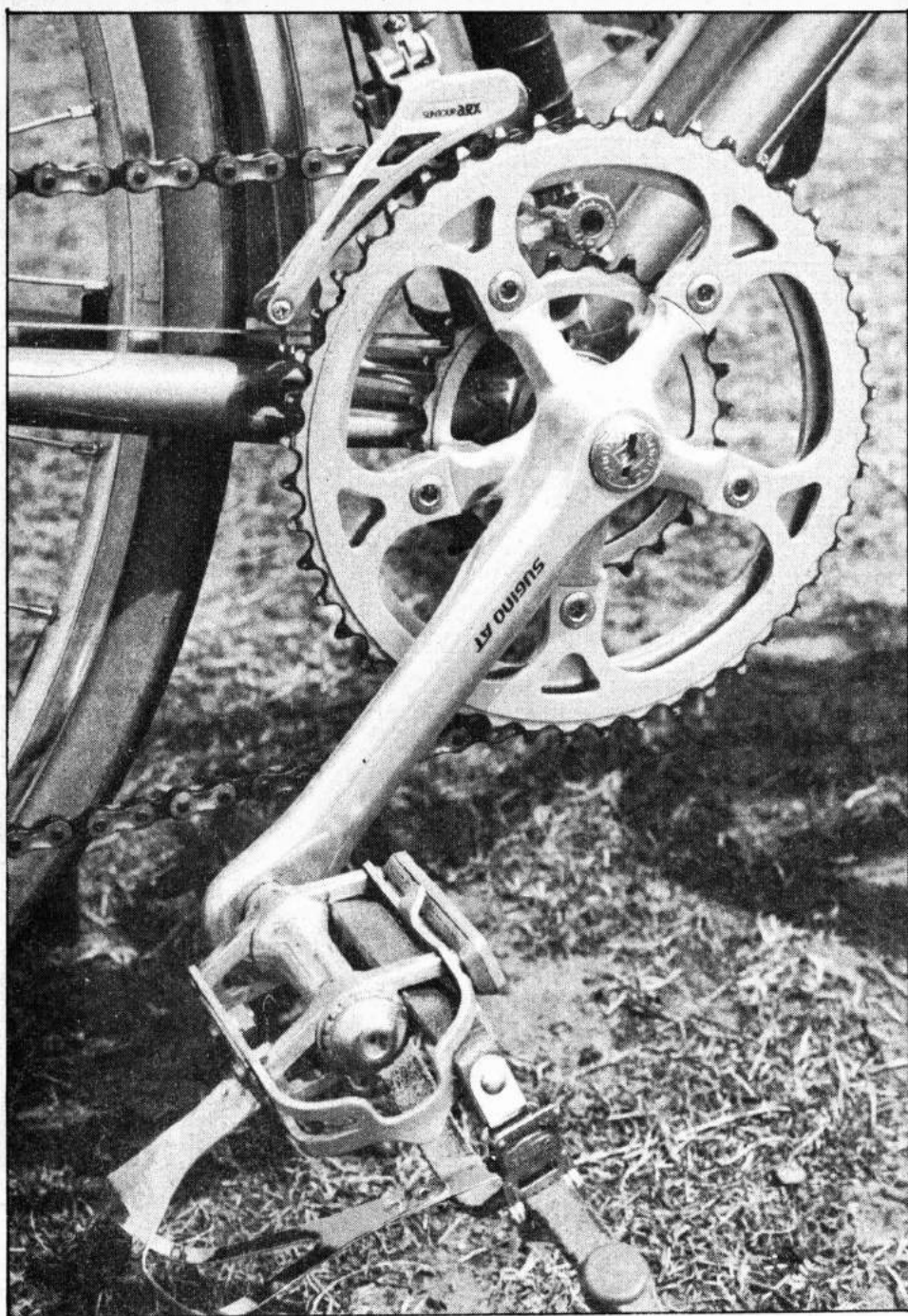
The centre pull brakes though of good quality had that soft centre pull

feel even with the excellent SunTour Superbe blocks fitted. A better preference is for a good pair of firm side pulls any day.

For a bike of this type the wheels were well built and designed for touring use. The cross four spokes on sealed bearing SunTour QR hubs ran smoothly. Strong Mavic modular section rims topped off with the Specialized Touring X tyres are an excellent combination fit for tough conditions. The Specialized tyres pumped up hard give a speedy response on sealed surfaces. These tyres slightly deflated performed well on the loose sandy gravel encountered during the test tour.

Though the basic bike comes without racks, the test bike had Eclipse racks fitted. These were a good match for the overall quality of the bike.

The only components which were not matched as well to other equipment were the pedals. SR's SP100 alloy pedals are good performers but much smoother and higher quality pedals are available. It is probably the large difference between the cost of cheap alloy pedals and medium to top



A close up of the Zeta front transmission showing the ARX derailleur and the excellent Sugino AT Triple chainwheel set with a 28T low.

quality pedals which is the reason why all bikes of this medium price range have cheaper pedals fitted.

The slightly upright frame plus the good gearing make this bike a useful machine for round-town and touring use. Its position in mid price range bracket makes it an excellent first bike for a person who wants a high quality machine first off. The more likely owner will probably be a person wishing to replace their existing 10 speed with a true blue touring bike.

Hillman Zeta Deluxe

Suggested Retail Price \$525

Sizes 49, 53, 56, 58, 61, 64 cms

Size Tested 58 cm

24 FREEWHEELING

Frame:

Columbus PG Zeta Chrome moly tubing, Cast dropouts and fork tips. Brazed on gear cable guides on bottom bracket shell. Brazed-on cable guides on top tube. One set of brazed bidon mounts on down tube. Cast fork crown, Tange Levin headset. Recessed hex key Roto seat bolt.

Head tube angle 73°

Seat tube angle 73°

Bottom bracket height 272

Fork rake 65mm

Wheel base 1040

Chain stay 445

Transmission

Chainwheel set Sugino AT triple
chainwheel set 170mm cranks.

Chain: DID Lanier (L)

Derailleurs: Front, SunTour ARX.
Rear SunTour ARX GT.

Freewheel: SunTour New Winner
Ultra 6.

Gear levers: SunTour PDLM Ratchet
Down-tube.

Wheels

Rims: Mavic Module 3 Alloy 27 x 1 1/4
Hubs: SunTour Sealed Bearing large
flange with quick release.

Spokes: 14 gauge 4 cross spoking
pattern.

Tyres: Specialized Touring X 27 x 1 1/4
Presta Valve 95 psi.

Equipment

Pedals: SR SP100 Alloy with reflectors,
Christophe toe clips and leather straps.
Brakes: Diaconpe 620 Alloy centre
pull levers with rubber hoods. Test
model fitted with SunTour Superbe
brake blocks.

Handlebar Stem: Kasuki recessed
Alloy bolt type 80mm reach.

Handlebars: Win, Alloy Pista

Saddle Pillar: Sugino SP-H Alloy micro
adjustable.

Saddle: Selle Italia Mens anatomic
leather covered.

Racks*: Eclipse front and rear. (Black-
burn).

Mudguards: Esge Chromo-plastic wide*

Pump: Zefal HP*

Bidon Cage: Blackburn alloy.

*Optional items not included in price.

Gearing

	48	44	26
13	99.7	91.4	X
15	86.4	79.2	X
17	76.2	69.9	X
21	61.7	56.6	33.4
26	X	45.7	27.0
32	X	37.1	21.9

Correction

APOLLO 18 SPEED

In our previous issue the review of the Apollo 18 speed bike carried one error in the gearing and an omission of the price.

An alert reader spotted the error in the gearing. The main clue was that the excellent Sugino Mighty Tour crankset will only accept chain ring sizes down to 34 teeth. We print the correct gear chart for the Apollo 18 speed below. The recommended retail price of the Apollo is \$379.00.

	53	44	36
14	102.2	84.9	X
16	89.4	74.3	X
19	75.3	62.5	51.2
22	65.0	54.0	44.2
26	X	45.7	37.4
30	X	39.6	32.4

Europa SLM Touring

In terms of handling this is a big bike. Like big cars (V8's and the like) a good touring bike should steer its self and ride comfortably over long distances. Such a bike will not perform as well in a race or in tight traffic conditions, but for touring, it is comfort and ease of handling that are the more desirable characteristics.

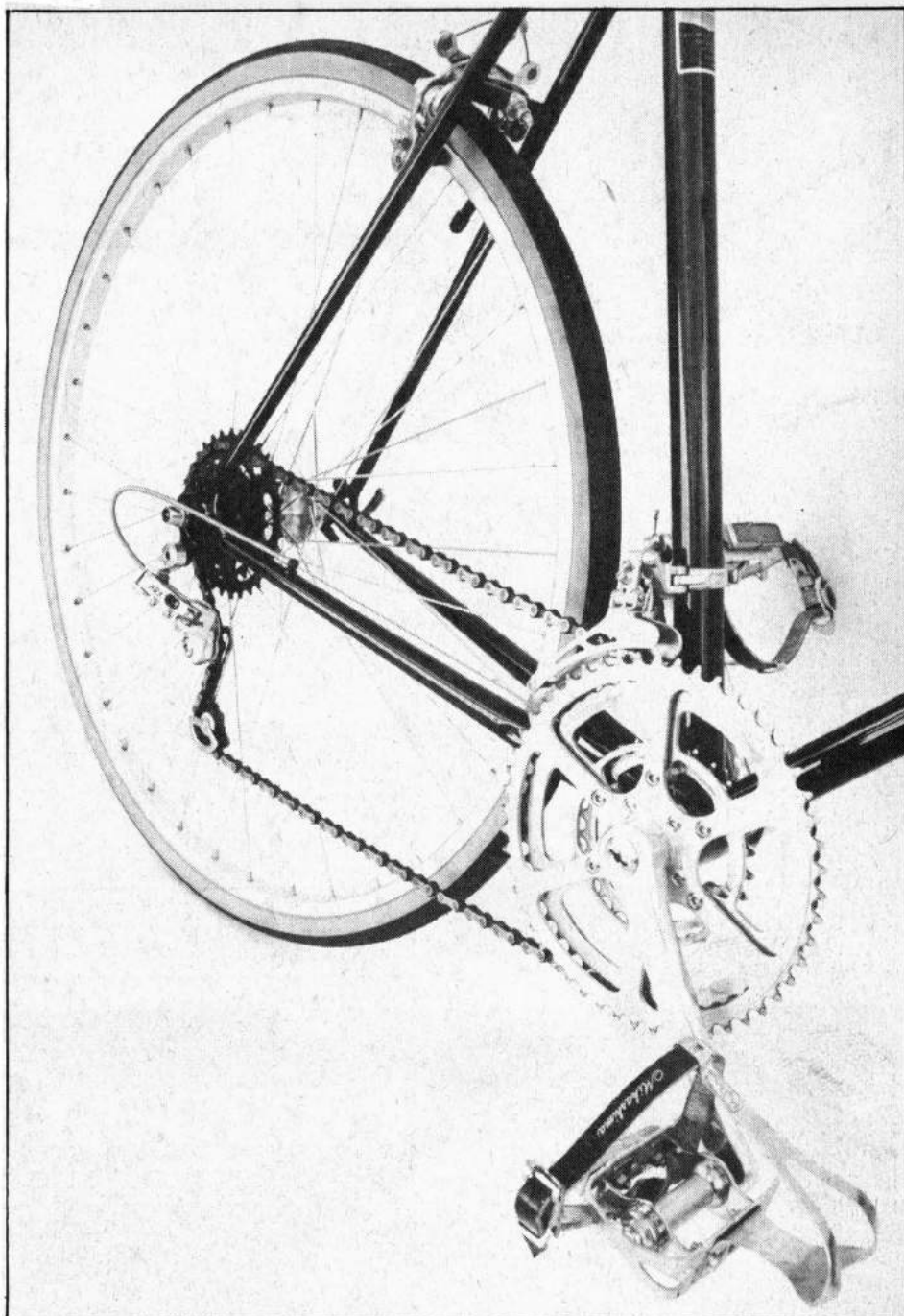
The SLM is not your fast street bike but a comfortable long distance vehicle which would easily double as local transport when needed.

Good quality components (mostly Japanese) are fitted to a well finished 72° parallel frame which gives the steering a definite gyroscopic effect. You won't be able to throw this bicycle around in tight corners but loaded down it will handle as well as any V8 should.

The model tested came without racks fitted so to properly equip your self for touring you will need to get the retailer to fit the model of your choice before you take delivery.

The SLM features an interesting collection of components. Mostly the equipment fitted represents the mid range of equipment quality. Obviously Europa have set out to build the SLM to a price without cutting to many quality corners.

At the heart of the 15 speed transmission is the excellent Sugino Pro Dynamic Maxy 6. The rings on this set are interchangeable with the french



The cranks on the Pro Dynamic 6 Sugino interchange with the French TA and Japanese Shimano Deore. Chain-rings cannot be mixed or interchanged between brands as the spacings and cut of the teeth are different.

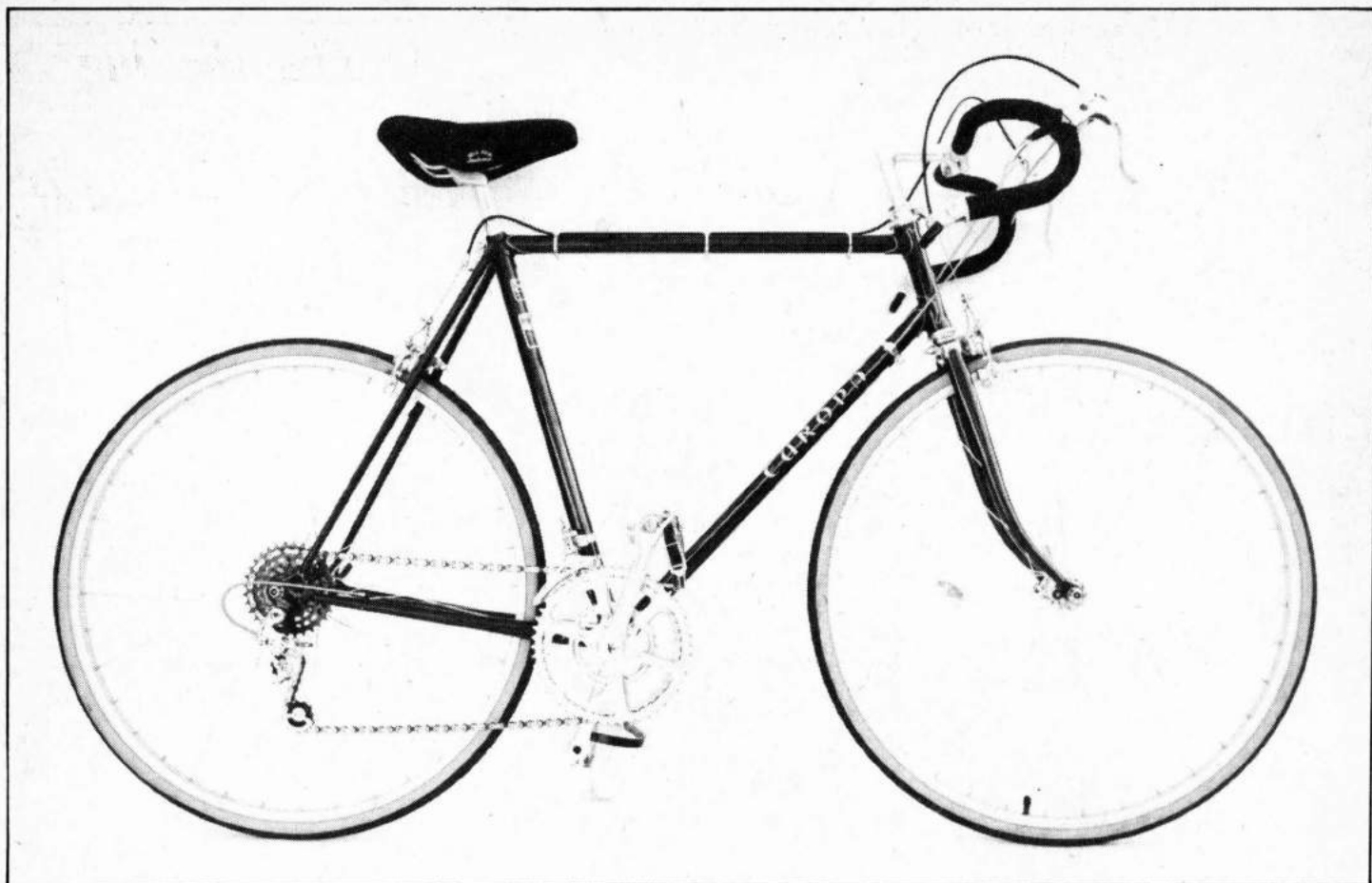
TA brand and are available in very wide range of sizes. The gearing combinations are very sensible half step with alpine ratios giving very easy to remember changing sequences.

The Dia Compe 610 centre-pull brakes are adequate if centre pull brakes are your fancy. My preference is for the solid feel of a good pair of side-pulls. Perhaps it was the use of the Dia Compe 144G levers which gave the brakes on the SLM a better than average feel for centre pull brakes. The model tested came fitted with wretched extension levers. These are available in exchange for gum rubber hoods — a safer and more comfortable option.

SunTour bar-end controls are a little stiff when compared with down tube levers but offer a more convenient hand position for gear changing. The new SunTour ARX gears performed well over all gears.

Wheels on the SLM are standard touring configuration with stronger 14 gauge spokes on a small flange hub using a four cross spoking pattern. The Araya 16A rims are among the widest and strongest rims available for touring.

The MKS pedals fitted to the SLM are adequate for the price/quality range of the bike and the standard fitting of toe clips and straps is a welcome addition to any touring machine.



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Overall the SLM is a well put together machine and would make a good beginners bike especially for the price and equipment used. Its price certainly makes it an extremely good purchase choice.

EUROPA SLM TOURING

Recommended Retail Price \$429

Sizes 49, 53, 56, 58, 61 and 64 cms

Size tested 58 cm.

Frame

Tange No. 5 Chrome moly (soon to be mangalloy) lugged construction. Cast dropouts and fork tips. Brazed on B/B cable guides eyelets on dropouts for rack Tange MA60 head set. Hex key seat bolt. Chrome cast fork crown.

Head tube angle 72°

Seat tube angle 72°

Bottom bracket height 280mm

Fork rake 50mm

Wheelbase 1050mm

Chain stay 445mm

Transmission

Chainwheel set: Sugino Prodynamic

6 Alloy cotterless 170mm cranks.

Chain: IZUMI Chrome/Black

Derailluers: SunTour ARX front and rear.

Freewheel: SunTour 5 speed Perfect.

Gear levers: SunTour Bar-end lever controls.

Wheels

Rims: Araya 27 x 1 1/4 wide.

Hubs: SunTour Road VX Alloy QR Small flange.

Spokes: 14 gauge 4 cross pattern.

Tyres: IRC Road 90 psi. 27 x 1 1/4 gun wall Schraeder valves.

Equipment

Pedals: MKS Quill 2K alloy cage. MKS Toe clips and leather straps.

Brakes: Dia Compe 610 Sidepulls with choice of drilled levers with rubber hoods or plain levers with extension levers.

Handlebars: SR Randonneur Alloy Clothtape.

Handlebar stem: SR Forged recessed Hex key bolt. 80mm reach (100mm fitted to test bike.)

Saddle pillar: SR Laprade Alloy micro adjustable.

Saddle: Suede Selle Italia Anatomic.

Gearing

	52	47	28
14	1003	90.6	X
17	82.6	74.6	X
21	66.9	60.4	36.0
26	X	48.8	29.1
32	X	39.7	23.6

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QUALITY SADDLES FOR RACING
AND TOURING

The Anatomic

Are you in your lowest gear?

Sundays (except for the pious) can be deadly dull in Adelaide. As yet the pubs do not open; public transport is diminished and the day can extend in infinite boredom to the distant sunset. You can lie in a deck-chair beneath the Sunday Mail. You can perhaps stroll aimlessly through Elder Park and study couples being interestingly physical. Or you can join one of Robin Weston's killing-the-fatted-calf-muscle bicycle tours. Gaye Sprenglewski did both and lived to tell the tale.

Robin Weston is one of the knotty, hardened base members of the recently formed South Australian Touring

Cyclists Association. His background includes a trip through Turkey, by bicycle, and other feats of endurance not normally encountered by U.S. Marines or Special Air Service commandos. On August 8 he led a group of unknowing riders on a *Dirt Road Special* through the Adelaide Hills — "It should be very pleasant, some lovely views, some dirt tracks, and, you know, a few hills."

There were indeed some dirt roads, and some uphill, more uphill, a treacherous downhill and — you know — more uphill. This fight for survival began innocuously enough in Victoria Square, in the heart of Adelaide. About 25 riders proceeded towards the Gorge Road via suburban streets, and it seemed that, as our clot of bikes moved ponderously along these arteries, blocking the circulation of traffic, there were flashing spokes, red

panniers and winter-white calf muscles as far as the eye could see. It must have been a daunting vision to the luckless motorist waiting to move past.

But soon we were free of the city and climbing the Gorge Road's gentler lower slopes. Not far along was the turn-off ominously called The Corkscrew, the first of the dirt roads and quite special, as our leader had promised. Presently we rounded a corner and foresaw our future: The Corkscrew zigzagging at a staggering angle into the sky, among tall gums tinkling with birdcalls.

"Are you in your lowest gear?" inquired a voice at my elbow. My chain was making a fearful racket as it strained around my biggest cog. I nodded, unable to speak and pant simultaneously. The tour leader pursed his lips. "I like to keep one gear in reserve," he said and sprinted off. He and one or two members who cycle-raced in their spare time disappeared effortlessly to the summit. The rest of us got onto the gear we kept in reserve: our feet. There were many people walking that day.

"Look at the view!" cried Mr. Weston, spinning past. Admittedly, once you got the sweat out of your eyes, the view was magnificent — luminous green hills, sun-touched forests. Once your ragged breathing quietened you could hear the tinkling birdcalls again and the breeze rustling the foliage overhead.

There was a brief re-grouping at the top of The Corkscrew where one participant was heard complaining about her first gear. This was the last we saw of Jenny and three other gentlemen who presumably rushed to her assistance: one faulty derailleur claimed four casualties.

The rest of the group, now on bitumen, climbed another series of lung-bursting inclines to Marble Hill, the burnt-out remains of the S.A. Governors' summer residence. Here we thankfully parked our bikes, meandered through the ruins and converged at the kiosk for refreshments. Devonshire tea never tasted so good.

One of our club members appeared by car in the capacity of official photographer. He had been unable to make the ride owing to a recent accident which by fortuitous timing relieved him of a worse fate, in retrospect. But we all gathered cheerfully before the kiosk while Doug took our pictures, and the day was thus recorded for posterity (and to cunningly mislead other club members that we really do love climbing hills all day).

After lunch, we rode back the way we'd come to a dirt road turn-off, and here we enjoyed the comic element of the day. All the group rode multi-speed tourers or racers, with one



exception: Big Phil. His bike, estimated to be between 40 and 100 years old, was a single speed, coaster-braked specimen of a dubious matt-black colour, the frame apparently made from tram tracks. Phil chose it from his stable of bikes because it had thick knobby tyres which would be ideal for dirt roads. There, the bike's suitability began and ended. So far, Phil had walked up most hills because of his gearless bike's reluctance to climb them; now, on a downhill stretch of dirt road, his bike exhibited another tendency: its reluctance to stop.

With a scream Phil careered between two riders, narrowly missed a third and in desperation steered up a convenient grader-slash which extended a few yards into the scrub and provided a perfect safety ramp. Well, almost perfect. Phil followed this to its termination, smacked into a tree and fell off. His bike at last stopped. Remounting, he rejoined the mob only to careen into the scrub on the other side of the track, swerving skilfully to avoid saplings, shrubs, roots and wombat holes. Then a crash down an embankment back onto the road — having passed the main body of our group. He disappeared around a bend, next to be seen walking up a hill.

Until now, I had always assumed that every uphill had an equal and

opposite downhill. Robin's ride shattered all preconceptions. Every uphill had a corresponding and equal uphill. Still we climbed, until we reached a bitumen road T-junction where we turned right and where, gravity told me, we had at last reached a down-grade. "Turn left at the next corner for a GLORIOUS downhill!" cried Robin.

His glorious downhill turned out to be a 3 or 4 km descent which just missed requiring an abseiling rope. The group took off like Tom Mix while I clung to my brake levers and the disconcerting knowledge that only 4 x 4.4mm rubber blocks separated me from eternity. Riders passed me as though I was going backwards, swooping like swallows around hair-raising bends that were fortunately traffic-free.

Finally, as I rounded a corner wondering if I'd ever see my companions again, I saw nearly all of them, dismounted all over the road. I screeched to a halt and joined them. There was a spillage of what I first thought was blood on the road, but which turned out to be water from a bidon. There was blood, however, on the front teeth of the bidon's owner, a young chap named Eddy. His racing bike was a demoralising sight, its front forks bent and one handlebar twisted upright. Entangled in the wreckage but rising manfully to his feet was Phil, hauling his *Singer Safety* with him. "Cor," said someone, "Look at that. Two blokes and a racing bike written off, and not a scratch on the bloody clunker!" It was true. Phil's murderously perverse machine had demonstrated another foible.

A four-wheel-drive vehicle pulled up and kindly offered assistance; Eddy, whose attempt to emulate his famous Belian namesake had ended in disaster, was carted off, together with his pretzelled bike. He was last seen tonguing his loose tooth and contemplating his rashness. Phil, who had unavoidably cannoned into him, dusted off his racing tights and remounted his clunker. We completed the descent.

At the bottom, there was a choice of two turn-offs, so we were informed by our leader. We unanimously decided on the less arduous of the roads, and a fleeting frown of disappointment crossed Robin's face. But, outvoted, he joined us on the lesser road which soon offered an uphill of about three unrelieved kilometres. Robin shot ahead on pumping legs that had seen the worst Turkey could offer, and the rest of us struggled on as best we could.

I found myself grinding along beside a very fit looking man who

was climbing the hill by standing up on his pedals. After watching him through bloodshot eyes for a kilometre or so, I gurled: "God, how can you stand up for all this time?" "Because I haven't got a low enough gear to sit down," he replied. Shortly after, however, he resorted to his absolute lowest gear, as did I, and we walked up the last hundred yards.

Appalling conditions can't last forever. We sailed into Uraidla, a pretty if nondescript Hills town which flaunted a milk bar and a park with swings. We sank into the grass to suck ice creams and rest our battered quadriceps. Some of our more youthful members tried to propel themselves in 360° arcs on the swings. In the slanting afternoon sun we were loath to leave the drowsy, insect-filled surroundings, with the result that we stayed long enough for our muscles to set like cement.

Continuing the ride was harder than ever. I felt sure there was a rope tying my back wheel to an immovable object. Traffic was becoming thicker, too: we were called upon to give Mr. Churchill's famous sign, inverse, a couple of times. A few miles further on, we came to an intersection which figured prominently in Robin's plans. "A lovely bit of dirt track through the Cleland Conservation Park." He gathered the group together to explain, and to point out that those who wished to bow out gracefully could take the alternative route: a 14 km descent down Greenhill Road to the city.

We studied the two routes. Robin's route to the Conservation Park was — you guessed it — uphill. The turn-off to the city was downhill. Four of us succumbed to the low road, one of whom whispered exhaustedly to our leader, "I just could not face any more climbing."

So we parted. The descent was fast, tense, and chilling to our sweat-soaked bodies, and our hands became fused to the brake levers. At the bottom, ten kilometres later, were a cluster of hairpin bends . . . then at last the smooth horizontal surface of Adelaide. Our two companions peeled off, and Ted and I pedalled serenely to our parked car.

We terminated the day in Elder Park where the unseasonably good weather had encouraged the citizenry out in droves. The Torrens was alive with paddleboats, the lawns peppered with people jogging, strolling and just laxing the slanting rays of the remainder of the sun.

We bought ice creams and the Sunday Mail, sat on the grass and watched couples being interestingly physical. What better way to spend a Sunday, when the pubs don't open?

CYCLISTS' ACCOMMODATION DIRECTORY

The Directory is a list of people who offer simple hospitality to touring cyclists. Anyone on the list can stay with anyone else on the list.

Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced.

The Directory is printed annually.

To be listed, please send us your name, address, and phone number(s). An indication of where you live (e.g. 7 km SE Melbourne GPO) would help. Enclose a self-addressed stamped (standard letter postage) envelope (10cm x 23cm) for your copy of the current Directory.

The Directory is printed and distributed privately and a small donation to help defray costs would be appreciated.

John & Marjorie Barrett,
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Night on the Road

More Competition Winners

Among the qualities a cyclist needs is resourcefulness. Maybe you have to fix a bike in pouring rain, probably with few tools or spares; maybe you have to cook yet again a meal with the limited supplies that some parts of the world have to offer; and maybe it is necessary to sleep in strange places because the daylight has run out or the weather does not allow further cycling.

In our last issue we announced the winners of our Night on the Road competition. Here are the final two stories to be published.

by Robin Weston

Eastern Iran, near the town of Sabzezar on the topside of the Great Sand Desert, November 1978. The weather was quite typical of the desert; warm days with a biting wind and freezing, still nights.

The four of us, independent tourers who had ridden together from places nearer and further, cycled hard with the wind on our backs over a dusty, corrugated gravel road heading towards Afghanistan. The occasional truck would pass by simultaneously blasting their horn and playing cat and mouse with us. This called for very alert senses so that one's trip would not be terminated in a pile of chrome-moly tubing.

Later, in the evening we met some of these truck-drivers at a roadside stop. This was an adobe and free-stone building, seemingly sitting in the middle of nowhere, but safe in itself under a sea of glittering stars and rising moon. A lonely naked light bulb lit the mud-splattered fuel pump outside. We parked our bicycles alongside the killer-trucks on the oily, diesel-saturated slime outside the door and moved inside to a warm, shadowy haven from the cold. Around the wood-heater we sipped countless glasses of tea, and tried to rest and explain to the folk gathered there, just why we were 'passing' on bicycles!!

After much talking and some food we had expected to sleep somewhere in the building, but no, we were told to move on. Seeing we weren't too happy about it, the owner sympathetically explained he had no room but there was a place a mile or two down the road. Pleading one last time to no

avail, we accepted the situation and cycled on. The hour was late, with just enough light to go by, and with no trouble we found the turning and followed the track up to the place.

At that time of night, very tired and exhausted, my estimate of where we were put us somewhere near the Black Hole. Unable to go a step further, we crowded into the cabin of an abandoned piece of mining equipment, collapsing into a deep sleep on the hard, rocky ground. I remember the night well, for it was like other nights on the cold road, first a dead sleep and then in the early hours, flitting between slumber and dreams of mothers' cooking and warm soft beds at home. I found myself practically waiting for the dawn of a new day so I could get up, light a fire and warm my hands as I made a brew of tea. This morning was a little different: there was no wood, not even a tree to be seen; however, I felt that the view from my bed made up for it, as our 'room' was just a few feet from a 150 foot drop, on the edge of a disused coal mine!!

THE COLD MOUNTAIN

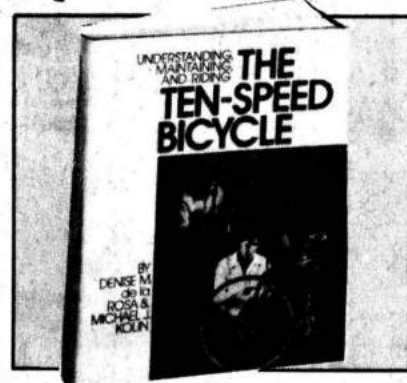
by Errol Schmidt

Dusk was imminent. At 3.30 pm darkness comes quickly and early, high in the Victorian Alps on a bleak winters days.

From Bucklands Valley to Bright, through Harrierville and onto the steep slopes of Mt Hotham I had been grinding my heavily laden bike through rain sleet and mist since dawn.

The sealed road stopped and earth took its place. It was soon after this I began feeling very tired and felt the need to make camp.

The Complete Guide for the Ten-Speed Cyclist



How well can you handle your bike off the road? Can you match the right components to your riding style? Can you perform regular maintenance and fine-tuning to keep your bike running in top form?

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Physically I was a wreck; saturated clothes from rain and sweat, numb feet and freezing cold . . . the 60 kilometers I had covered in 8½ hours of difficult riding was catching up on me. I had also been caught un-awares of this early imposing darkness.

A little further on I saw a shed with a hut built onto it situated in a snowfield some distance from the road. It was called Blowhard Hut and it was aptly named as the wind howled around it.

Was this to be my shelter for the night?

After lugging my bike through the snow and into the open ended shed I rested the bike and checked the place out.

The huts window on the windward side was broken which had resulted in the floor getting wet and consequently freezing. It resembled a miniature lake. It was not fit to camp in. No firewood either, only damp leaves and twigs.

The shed was like a high altitude freezer with a huge chunk of ice projecting ¾ of the way into it from the snowfield.

Gathering leaves and twigs I heaped these on pages torn from a novel by John Buchan and poured metho over the lot. When lit the fire glowed dully and with my toes and fingers almost in the weak flame I contemplated my position.

With a complete professional winter outfit, tried and tested the previous three months over 3,000 kilometers around Tasmania I was now in an environment where it was not adequate. My stay at Blowhard was soon to end. I put all my available clothing on and prepared to leave.

My decision to leave was tempered by an inner awareness and strength one finds in positions such as this when one's life or health be seriously threatened. I was determined to get to Hotham Heights!!

Back out into the wind exposed flesh became like ice. It was dark. The moon shon through the clouds.

I could vaguely see the outline of the road and with my last reserves of energy I doggedly pushed and rode my bike in hellish conditions the last few kilometers to the "Heights". It was now 7 p.m.

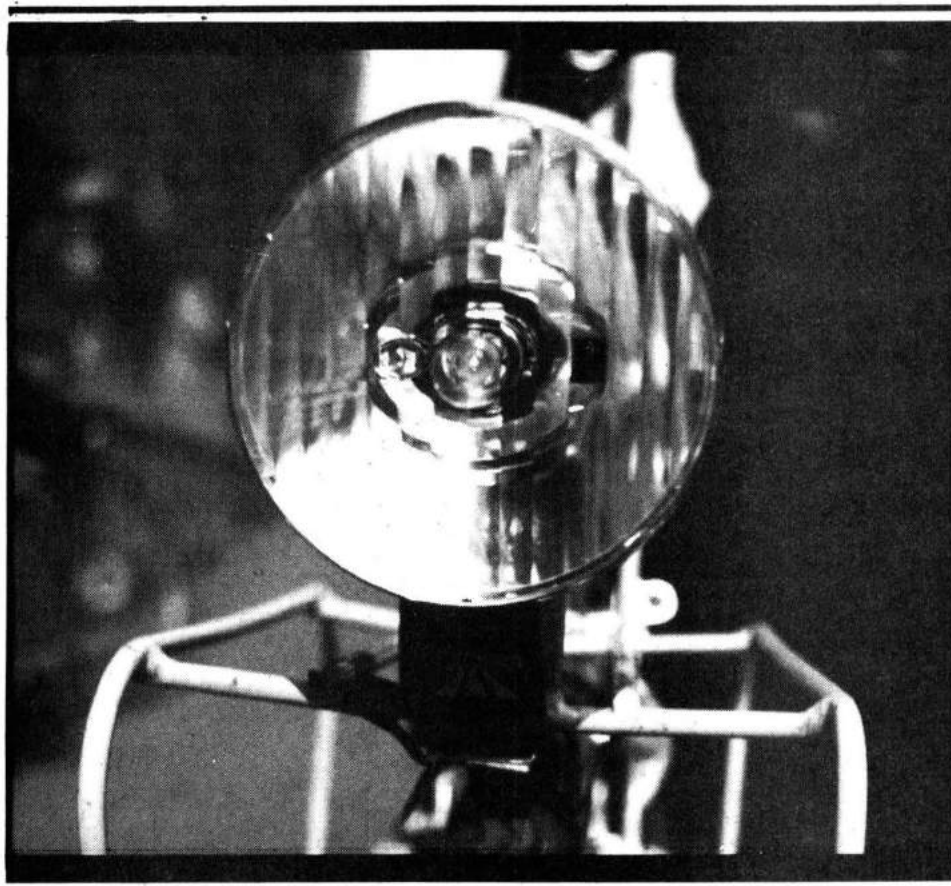
I discovered a lot about myself that day. My personal limits, the anxiety, the agony and the ecstasy of it all would be remembered forever.

It was an older more experienced person who bedded down that night in the information centre. Too hyped up to go to bed early, but now tired and comfortable, resting under a gas heater with a multitude of thoughts accompanying me to sleep.

Bike Lighting

● Results of Victorian Government study

● Halogen headlights reviewed



New Lighting Report — Official Results

Melbourne: In keeping with Victoria's pace-setting image in the international area of bicycle planning the State Bicycle Committee here has just released the results of its first comprehensive study on bicycle lighting systems.

The report was commissioned by the SBCV and conducted by the Technisearch Laboratory of the Royal Melbourne Institute of Technology under the direction of the SBCV principal consultants Loader and Bailey.

The Lighting test report is internationally important in that it is the first attempt by any group to undertake a study on all the known lighting systems available to cyclists.

Prior to setting up the tests the world market was searched and fifty systems were assembled from research done by the BIV research director, Alan Parker.

The full report is a weighty technical document containing many interesting results as the study looked at both the electrical and photometric properties of the systems tested.

The study was most critical in its findings on generator systems. This was to be expected and the results produced have been known to regular bicyclists for some time. The fact remains that all of these problems are relatively simple to rectify and the main value in generator systems is their continual availability: that is, once a system is installed it is a part of the machine and is always available when lighting is needed.

The main deficiencies of generators were:

1. Lights would not work when stationary.
2. Bulb burn out is common with high speed use.
3. Some systems tested displayed excessive drag and in some cases tyre damage.
4. Mounting system was not fool-proof and in some cases caused wheel damage when it worked loose.
5. Insufficient light output.

Of all the generators tested (21 types) only two, the Sanyo Dyna Power and the Union (not available in Australia) exhibited low drag properties.

No system provided any electrical protection for excessive voltage produced from high speed use. The simple addition of Zenner Diodes into the generator would solve this problem.

Units were not supplied with fitting instructions and no notice was made of the fact that it is wise to regularly check the security of the mounting systems to ensure they do not cause damage from loose bolts.

In the area of light output the report differentiated between seeing and being seen. Most head lights being tested emitted a spot beam for seeing the road surface but had a poor light output for being seen.

In the important area of tail lights only the Berec and Cat Eye B20T produced a good light output.

In all it can be seen that it is not enough to put a bulb (even a high output halogen bulb) in a housing behind a lens and expect the light unit to produce a sufficient beam to enable a bicyclist to see and be seen. As with the motor industry it has been demonstrated that the design and operation of an efficient lighting system is a precision undertaking. The report shows (without making the specific observation) that a huge gap exists between currently available lighting systems and ones which will fulfill the needs of serious bicycle users expecting to have the same quality of technology available to them as in their motor vehicles.

The international market place is wide open for a manufacturer to make and sell such a system(s). Even the

Clarence

LOOK AT THESE TOURING FEATURES!

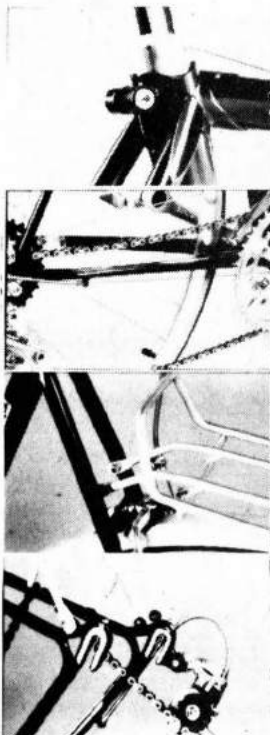
(Applicable to most models)

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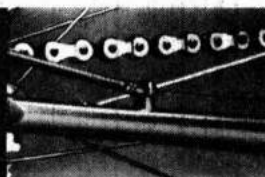


SHOGUN
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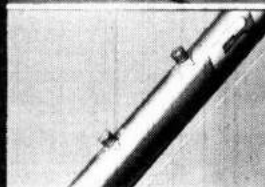
TOURING BICYCLES AT VALUE FOR MONEY PRICES

SHOGUN 1000.

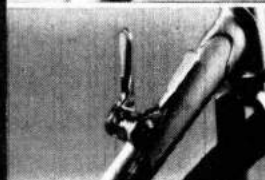
- 12 Speed for smooth hill climbing.
- SHIMANO 600EX Gears.
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6. Brazed on water Bidon lugs for secure attachment and weight saving.



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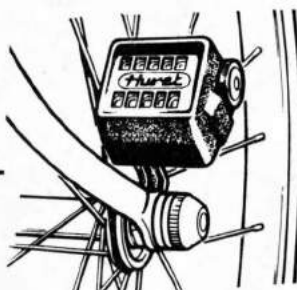


8. Carrier lugs and mudguard lugs integrated into frame design. No need to add extra clamps or drill holes.

(Features above do not apply to every model — check for yourself.)

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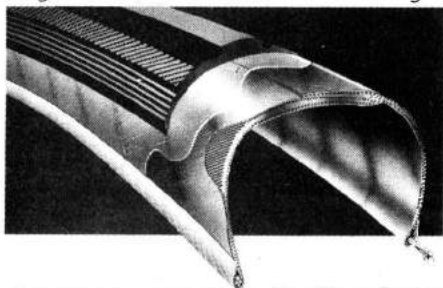
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		27x1 1/4			280
TURBO/S (folding)	High Performance, Racing	27x1	100	106	195
		700x25c			195
TOURING X	Heavy Touring, Tandems	27x1 1/4	95	36	400
EXPEDITION	Expedition Touring, Tandems, Rough Dirt Roads	27x1 3/8	75	36	475

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much vaunted Quartz Halogen systems are found to be lacking by the study, so it can be seen that much more needs to be done before the market place can be satisfied.

The report by Mark Wigan of the ARRB reviewed elsewhere in this issue plus the one above, are all part of a continuing research programme being undertaken by the State Bicycle Committee of Victoria under its chairman, Alistair Hepburn.

Without a doubt this programme has been and is a most valuable asset to the area of cycling safety and development in this country. For studies of this magnitude to be undertaken by a state government instrumentality does credit to the people who have already put Victoria on the international cycling map.

It will be interesting to see if the new federal Minister of Transport in the Hawke Labor government Peter Morris, takes up the job started in Victoria for all Australians in months to come.

Freewheeling

PRODUCT REVIEW

New Halogen Bike Lights Road Tested

At long last the major problem of adequate bicycle lighting looks like being solved.

The Varta SL Electronic battery generator bicycle tail light mounts on the mudguard of any bicycle and is primarily powered by a standard 6 Volt generator. Built into the unit is a small electronic circuit and mounting for 3 C-type batteries. There is no on/off switch as the electronic circuitry automatically switches the unit off after 5 minutes. Once in motion the unit switches off the batteries and the halogen bulb is supplied direct from the generator.

The major light source is a miniature halogen bulb of a similar type that motorists and motor cyclists have been provided with for more than 5 years now.

It appears that technology is about to catch cyclists very quickly. The bulb is accurately mounted behind a specially designed fresnel lens which directs the main light beam directly

to the rear. The red lens is a wrap around type and offers good visibility for a full 240° radius.

On the road the unit certainly lives up to its manufacturer's publicity blurb. The unit tested shone as brightly as any motor bike tail light or even car tail light. The design of the lens also meant that visibility from over a long distance was also good. To say that this light is a small improvement to existing systems (both battery and generator driven) would be a large understatement. The Varta cannot be compared with existing lights, which with the exception of possibly only two, can be thrown on the scrap heap of history.

Of the new generation quartz halogen bike head lights we tested both the Union and the IKU. The output of both of these units are comparable and both have inbuilt overload protection in the form of zenner diodes. The reflector unit of the IKU is slightly smaller than the Union unit and its mounting bracket (which also houses the diodes) is a different design. The electrical cable supplied with the IKU is also longer and will easily connect to a rear wheel mounted generator. The Union has only a very short cable and so will require an extension cable to be added. This possibly adds to the very common problem of broken cable connection.

Of the two lights only the IKU permits replacement of light bulb but it is unknown what cost the replacement bulb will be compared to the full unit price.

It is important to note that to gain optimum performance from the lens and reflector parts of the unit, the bulb must be located in precisely the right position. The clip in fitting of the bulb should permit this but as with conventional sealed beam units found on motor vehicles replacement of the whole unit is an acceptable practice.

On the road and at night both lights easily realized manufacturers' claims to offer five times normal brightness. When compared to certain types of battery headlights currently available, this could easily be as high as twenty times additional brightness.

The halogen head lights both have brackets designed for mounting with the front brake centre bolt. This is easily done by releasing the brake fixing nut at the back of the front forks and slipping the bracket in between the brake unit and the half moon spacer.

Bikers with side pull brakes will need to re-centre the brake calipers when the brake fixing nut is re-tightened. If you strike trouble you

should seek professional assistance from your specialist bicycle dealer.

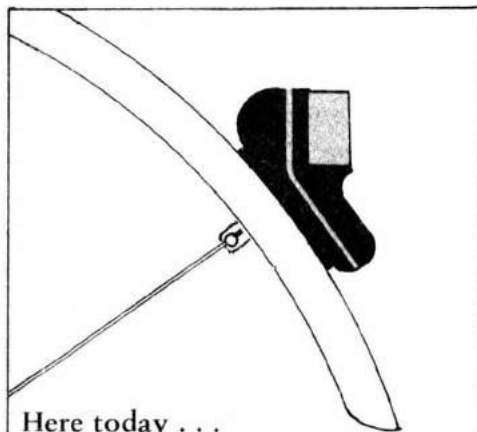
Both lights swivel up and down on their mounting brackets. If you wish to mount the light off a front rack you will possibly have to drill the bracket directly onto the mounting tag on the rack.

At present the system relies on a good generator to drive the lighting units. A suitable unit with high output and low drag is the Sanyo Dynapower. Some dealers will offer package deals on front rear and dynapower for new systems. Cyclists with existing generator lights will find that the new lights will run off their present 6 Volt generator unit.

With good lighting systems now becoming easily available it is not long off where the sale of all new bicycles will include lighting system fitted. Certainly if you intend to purchase a new bicycle this year you should ask the dealer to fit the new halogen lights to your bike.

As more halogen units come on to the market, *Freewheeling* will bring you an up to date survey of the models offered, but for the moment it is a pleasure to wish you safe cycling for 1983 with any of these new models.

Martin Payne
Warren Salomon



Here today . . .

No sooner had nighttime bicycle users thought that they had the problem of poor rear bicycle lights solved than the recession/depression struck.

Word has just reached our shores that the company which manufactures the Varta Electronic halogen rear light unit has ceased production due to the economic downturn.

This is a severe blow to cyclists the world over. One can only hope that the clever Japanese have caught word of this and can produce a better alternative. The pressure is certainly on them to do this as Australian wholesalers are now placing orders of generator units only in anticipation of Varta which will never arrive.

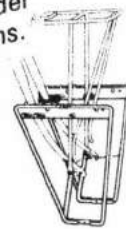


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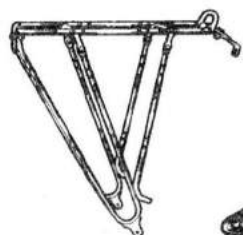
Our new front Blackburn Lowriders, combined with standard height rear Blackburn Racks put the weight exactly where it should be to actually increase directional stability.

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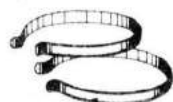
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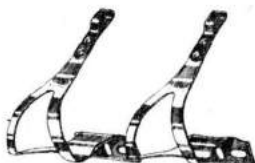
●MODEL XD911R



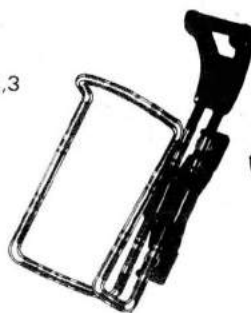
●MODEL ASB-1
●MODEL SSB-1



●MODEL CPS-1,2,3



●MODEL ATC, ATCB, ATCG
●MODEL STCB-08
●MODEL STCBL-08



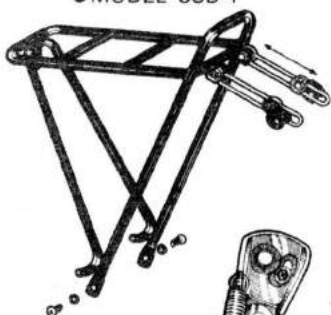
●MODEL AB6B-K
●MODEL AB6BB-K
●MODEL AB6BG-K



●MODEL ARB-KB, ARB-K, ARB



●MODEL XD911F



●MODEL MT-700



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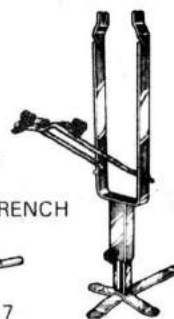
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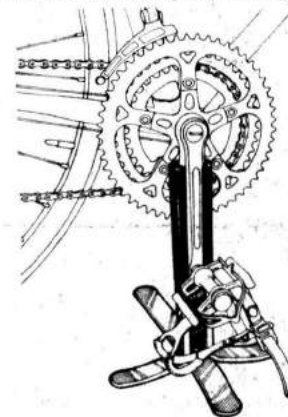
●SPOKE WRENCH



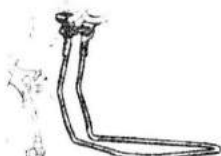
●MODEL ACG-7



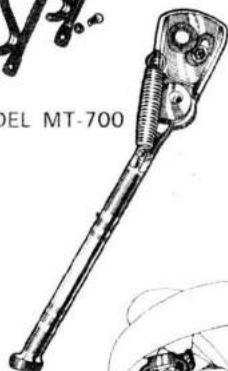
●TRUING STAND



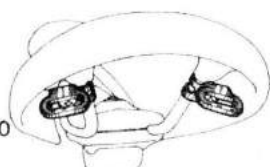
●MODEL CRANK STAND



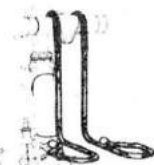
●MODEL SBC-1



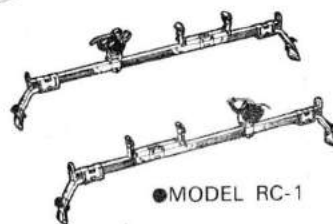
●MODEL MX-160



●MODEL SC-1



●MODEL AFC-2



●MODEL RC-1



●MODEL 817



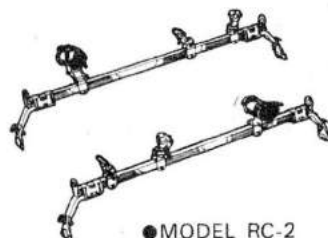
●MODEL W-5



●MODEL ABC-1



●AERO SPORTING



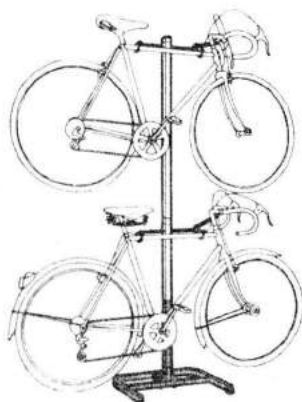
●MODEL RC-2

●MODEL 2400

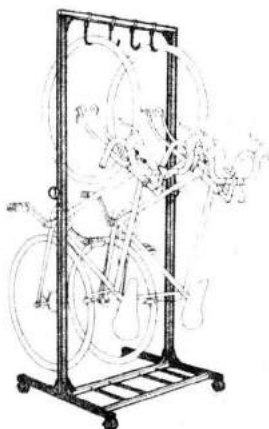
NEW



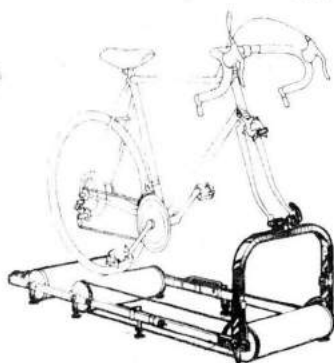
★W-10



●CYCLE PILLAR



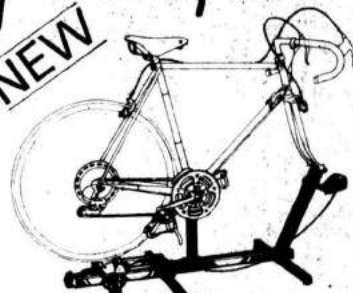
●CYCLE LODGE



●MODEL 2000, 2100, 2200, 2300



NEW

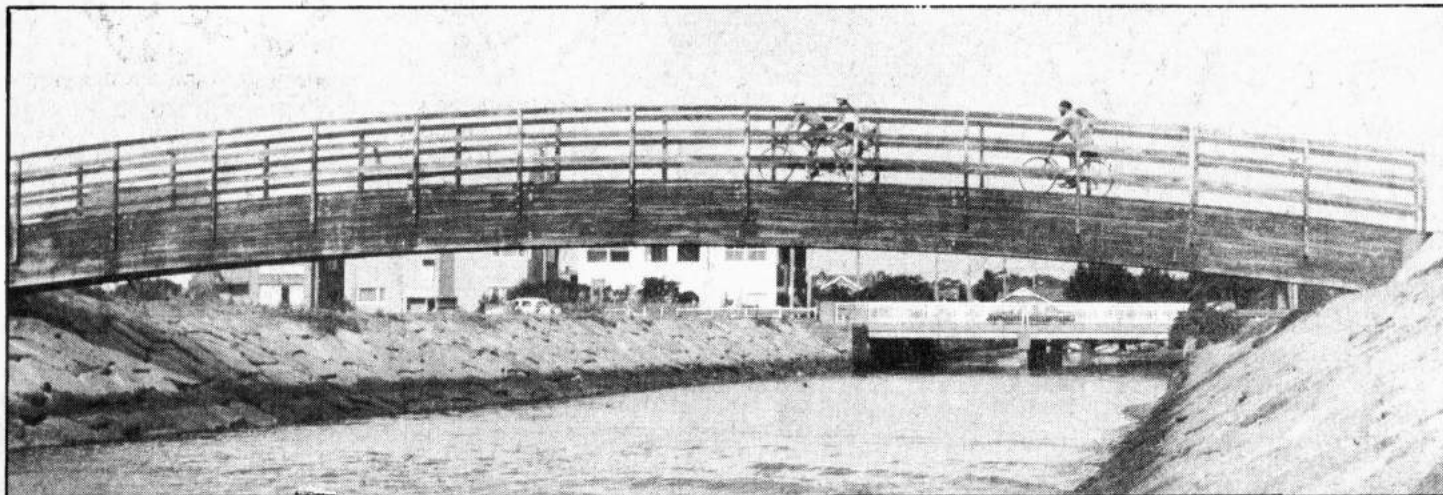


★MODEL 826

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Bicycles and the New Depression

Bicycle Planning Projects Bridge the Employment Gap



Bicycles have much to offer in the new depression

With a new Federal Labor Government installed in office and committed to getting Australians back to work the focus on bicycle planning has been subtly changed.

A statement released by the then shadow Federal shadow minister for Transport, Peter Morris, prior to the March 5 election said that the Labor Party is committed to upgrade the status of the bicycle as a mode of travel and recreation.

Now that Labor is in power federally it has the unique opportunity to affect the course of bicycle planning in all of the states where governments have committed themselves to bicycle planning projects.

As the states in question are all governed by Labor administrations, Federal Labor should now be able to co-ordinate the long overdue upgrading of the bicycle as a mode of travel and recreation in a way never before attempted.

Coinciding with the rise to power of Labor in Victoria, New South Wales, South Australia, West Australia and Federally, is the release of an important research document which once and for all proves that the bicycle is already receiving widespread transportation use.

In a special three part look at the problems facing the five Labor transport ministers, Alan Parker and Warren Salomon present the case for a closer look at what is currently being achieved if transportation planning only had a rational basis for the allocation of its funds.

A BIV Job Creation Proposal

The BIV has written to the Minister of Transport in Victoria suggesting that the construction of the \$25 million bikeway network proposed in the nearly complete Melbourne Bikeplan be designated as an employment creation scheme. Either state or fed-

eral employment creation funds could be used to supplement Ministry of Transport funding so that the Bikeway network would be completed in five or six years instead of twenty years, which is how long it will take on the level of funding provided by the State Government this year.

Elwood Canal Bridge. Photo: P. Mathews.

Most of the work would be done by local government. Using employment creation funds (MEAT) to supplement Ministry of Transport funds (MOT). This would create a funding breakdown that would greatly encourage local councils to build bikeways. At present councils are funded on a 1:1 basis and only \$500,000 has been provided to councils by the Ministry of Transport this year.

The Institute proposes that this allocation be increased so that Councils receive approximately \$3 for every dollar that they contribute.

This would provide them with a greater incentive to construct bike-ways. This would generate a demand for approximately \$2 million transport/job creation funds in the first year and about \$4 million per year for the following five years.

The Institute believes that transport projects with a high direct labour content should receive top priority until we get through the economic depression that has just started in Victoria.

Several other community groups have sent letters of support for this proposal, as a result of its publication in *The Age* Newspaper. The Town and Country Planning Association of Victoria, the Conservation Foundation, the Victorian Council of Pedal Clubs and numerous bicycle touring clubs have all written to the Minister supporting this proposal.

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There is no reason whatsoever why similar proposals should not be made in all Australian cities

Shared Pedestrian/Bicycle Facility Job Creation Scheme.

Should the Melbourne Bikeplan job creation scheme be considered viable at a later date the BIV will ask for its extension to include about \$25 million worth of shared bicycle/pedestrian low cost bridges and associated access works over rivers, creeks, freeways and railway lines. Only a few of these projects are in the Melbourne Bikeplan. The Network of rivers and creeks needing shared bicycle/pedestrian bridges is more than 100 miles long.

The structures required all have a high direct labour content. Laminated wooden structures using Victorian forest products could be built over rivers, creeks, freeways, arterial roads and railways. In some cases steel or concrete structures would be required.

Numerous conservation and landscape studies exist showing the location of such bridges across the Yarra and Maribyrnong Rivers and several creeks. The photograph of the Elwood Canal wooden bridge shows the type of structure required.

The Victorian Ministry of Planning and Conservation and the MMBW could prepare a \$25 million short list of such projects. A sufficient number of priority projects already exist that would have been built in a more favourable economic climate over the next ten years, so there is no shortage of well thought out projects.

Alan Parker

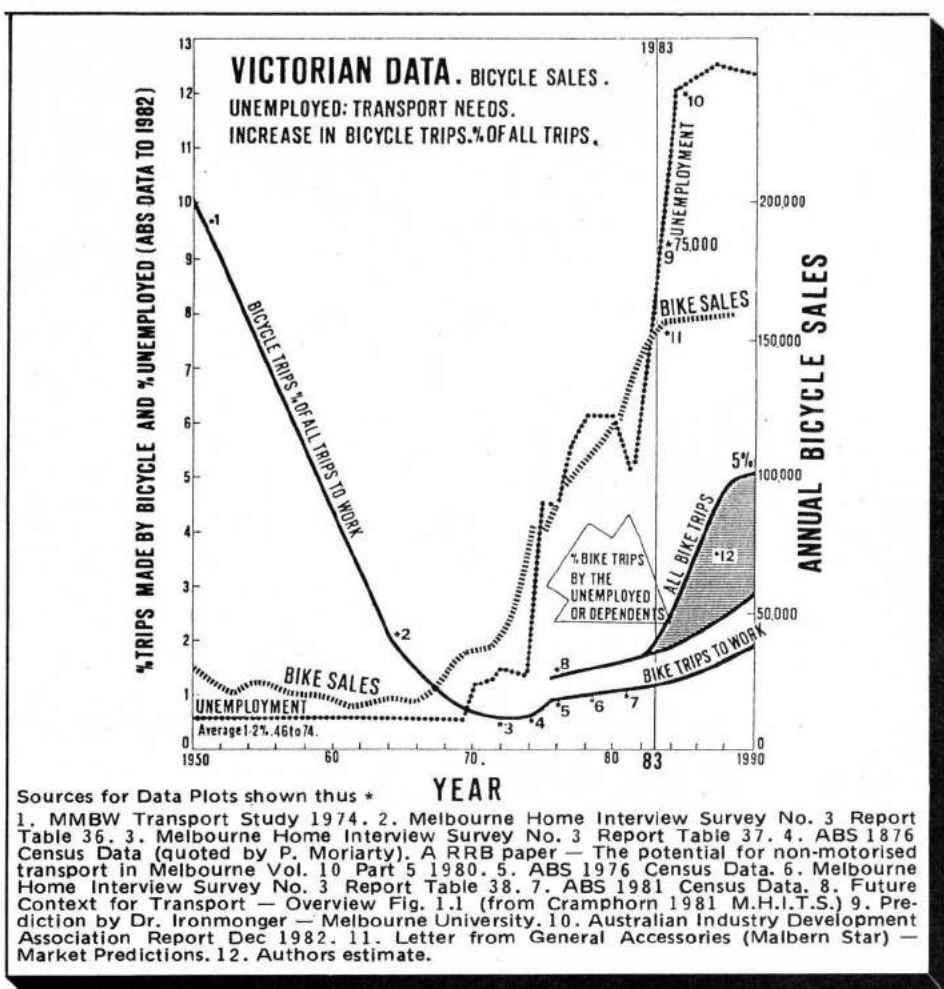
New Research exposes inequalities in allocation of Transportation Funds

A report recently completed for the Australian Road Research Board and funded by the State Bicycle Committee of Victoria shows that the role of the bicycle as a mode of transport is much more significant than previously thought of by transport bureaucrats and planners.

The report entitled Bicycle Ownership and Exposure in Melbourne 1978-9 by Dr Mark Wigan breaks new research ground and provides possibly the first publicly available market research into the ownership and use of bicycles.

Among the major conclusions of the report are the following startling facts:

- Bicycle travel in Melbourne is more important than motor cycle and taxi travel in terms of time spent.
- Average trip rates for active cyclists are very stable across ages and cities.



Alan Parker

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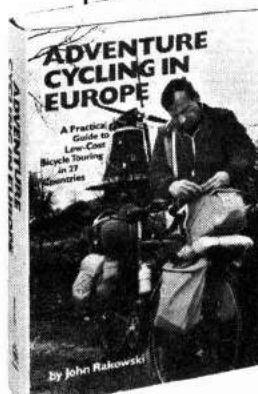
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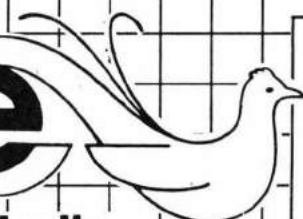
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• Bicycle ownership varies little with income compared to car ownership. As expected the report finds that the largest user grouping are children between 11 and 17 years, and on any given week day 13% of all that group in Melbourne use a bicycle.

The report compares available data on usage in Adelaide from a 1977 study and reaches the surprising conclusion that the level of bicycle use is higher in Adelaide than in Melbourne. This study must add extra weight to the case for bikeplan implementation in the city of Adelaide.

Bicycle ownership in Melbourne is given at 32% of all households and from these results it is deduced that 42% of Melbourne's population has access to a bicycle capable of being ridden 1 km or more.

Figures 1, 2 and 3 show a break up of these results. In figure 1 it can be seen how the age of a person determines the access to 0, 1 or 2+ bicycles. At most ages people live in households which have no bicycles at all but between 5 and driving license age (18 years in Victoria) and between 35 and 45 access to a bicycle is at its highest.

The influence of children on access to bicycles is highlighted in figure 2 where the proportion of adults living in childless households without access to bicycles is highest. This is also reinforced in figure 3.

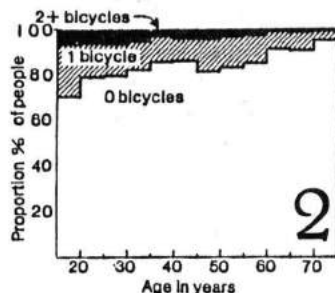
The level of use is shown in figure 4 and figures for Adelaide show a higher percentage of use in that city.

Wigan states the following in relation to figure 5: "The level of bicycle use in the two cities shows that cyclists make an average of 2.2 and 2.4 trips per day irrespective of age or city if they cycle at all. These results show that bicycle encouragement programmes are likely to be effective in increasing the fraction of the population using bicycles and unlikely to increase the use made of bicycles by existing cyclists." He also states that there is a great deal of room for increased bicycle use in Melbourne.

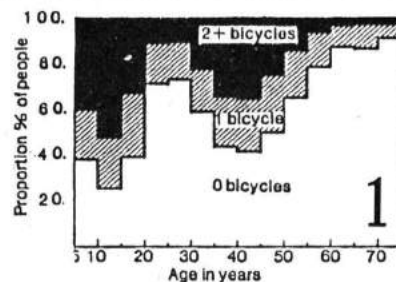
Where Mark Wigan's research should be most valuable to the industry is the area of bicycle ownership as related to income. Figure 6 shows that very few households with family income of more than \$12,000 per year are without a motor vehicle, but approximately half of these households are without bicycles.

One would expect low income earners to be greater users of bicycles but this is not the case. The chart clearly shows that apart from the higher percentage of households in low income brackets not owning a motor vehicle the pattern of bicycle ownership is parallel to that of car ownership regardless of income.

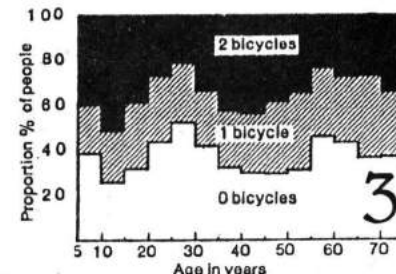
Access to bicycles in households Melbourne '78



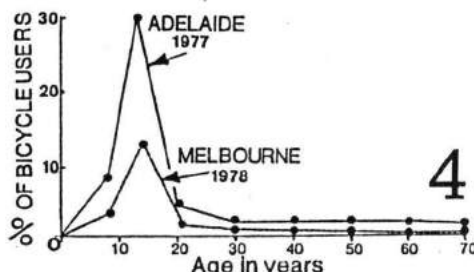
% of people in households with only adults with bicycles



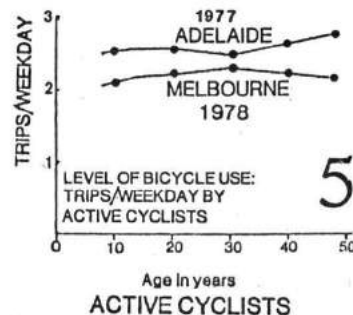
Proportion of people of given ages with access to 0, 1, 2+ bicycles



% of people in households with at least one adult plus at least one child (5-17 yrs) with 0, 1, 2+ bicycles

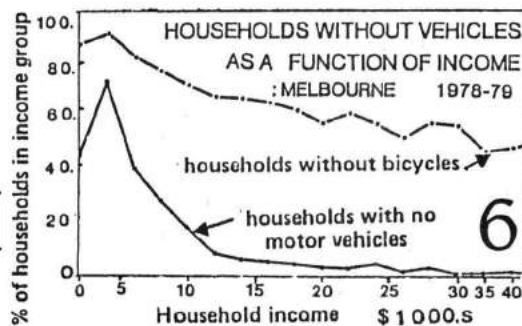


LEVEL OF BICYCLE USE: % USE(PARTICIPATION)

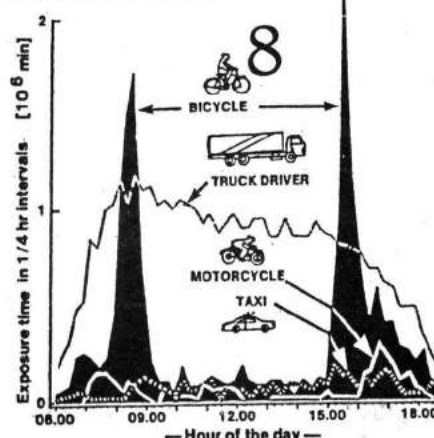
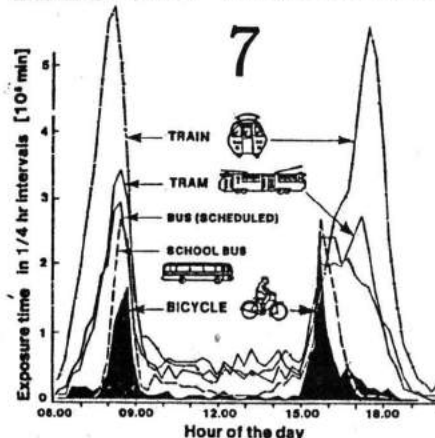


ACTIVE CYCLISTS

Use and access to bicycles by age and income



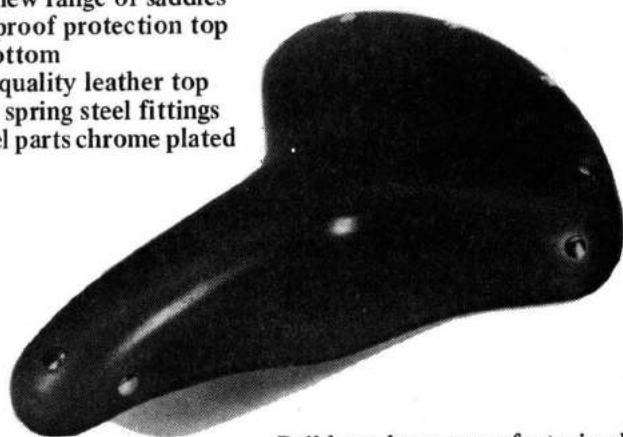
Total weekday exposure by mode Melbourne '78



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The big news for the industry is that in this country (as with North America) bicycles are used more by middle class people than by others. A possible reason for this is that in an essentially upwardly mobile society with a heavy dependence on private motor vehicle transport the bicycle is seen by low income earners as proof of lower socio-economic status whereas with the middle classes and the very rich a bicycle is a sign of good health and an active sign of greater available leisure time.

Where Mark Wigan's report breaks sufficient new ground to establish itself as state of the art, is in the study of travel exposure (time spent) for cyclist and other modes of travel. The charts 7 and 8 show that bicycles rate along with other transport modes and are more significant than either motor bike or taxi travel.

The report recommends an extension of analyses to Sydney, Launceston, Adelaide, Brisbane, Canberra and the Gold Coast. It also calls for the application of the techniques developed in the report to the areas of young driver safety analyses. This is clearly needed in view of the high accident rates in this age grouping.

The report poses a sufficient challenge to present-day transport economic thinking and provides the decision makers with the first hard evidence of the significance of the bicycle mode of transport.

What is clear is that the various transport lobby groups have been getting more than their share of the transportation funding cake. The Wigan report is a potent device for bicycle promoting interests to make a strong case for an equitable share of transportation expenditure.

Warren Salomon

Headlights for bikes!

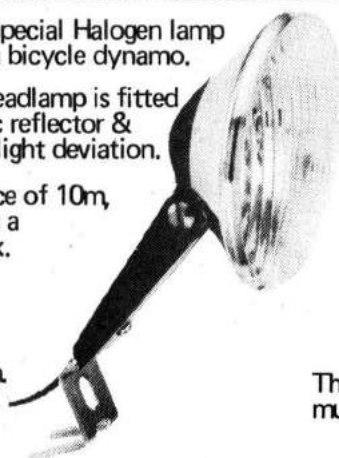
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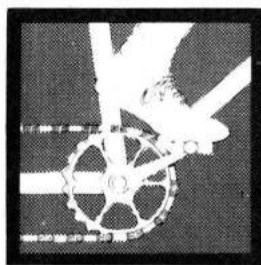
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PEDLAR



Why are bicycle projects so poorly funded?

There is no rational basis to transportation funding. This has been highlighted by a newly released research report by Dr Mark Wigan of the Australian Road Research Board.

This report (A.R.R.B.82) on bicycle ownership and use in Melbourne establishes beyond any shadow of doubt, that bicycles are a significant form of transport. In figures 1 & 2 the vertical scale is given in person, minutes of on-road travel in each quarter of an hour, for each form of transport. Bicycle travel has been shown in solid black to help show the importance of bicycles relative to public transport vehicles, taxis and motorcycles.

The most interesting thing about the figure 1 is that it shows how important bicycling is compared to say train travel. It is most important to realise that with the present growth of cycling the black area shown (1978 levels) will be twice as large in 1986. Cycling will become as important as train travel in Melbourne.

From the point of view of allocating funds this has some interesting implications. Consider the facts: on average, train trips are about the same length as bicycle trips and the present Victorian Government will be spending \$200 million on train transport if subsidized-fares for those in need are included. Why then is the BIV having difficulty in persuading the Victorian government to spend more than \$1 million a year on bicycles. For that matter why does the NSW government spend even less on its bicycle projects?

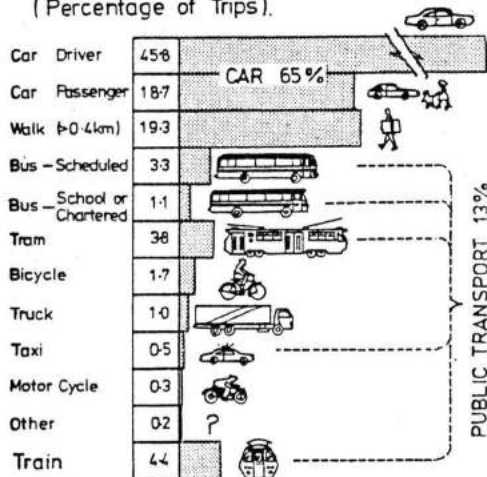
Bikeways are demonstrably more cost-effective and create more jobs per million dollars spent than roads, and two percent of all trips made by transport vehicles in Australia are made by bicycle. On the basis of trips made, about 2% of all the state transport budgets would be \$100 million per year, which gives an indication of the level of funding required if bicycles were to be taken seriously.

The point at issue is that if bicycle transport was taken seriously and a fair and rational means of funding developed it would be in the order of fifty million per year for bikeway construction alone and many more millions would be required for education and enforcement programs. The pittance of \$5 million being spent by local and state governments through Australia is proof that governments are still not prepared to take bicycle transport seriously.

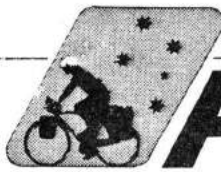
Alan Parker.

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Mode of Travel (M.S.D. 1978).
(Percentage of Trips).



(From Cramphorn, 1981, M.H.J.T.S.)



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Participation in this ride will be for experienced riders only and numbers are limited. A support vehicle will be accompanying the ride but will not be carrying baggage. Riders are asked to be self sufficient and prepared to share in the research work.

Contact person for the ride is Peter Porandis (07) 30 4774 (AH)

Contact him for registration forms. Sydney information number if (02) 264 8544 (BH).

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You can help the important work being done by ACT to develop a national network of cycle trails by becoming a supporting member of the organisation. Membership entitles you to participate in TOSH and other organized rides. A quarterly ACT bulletin *Cycle Trails ACTION* is also sent to members to enable vital internal communication to take place.

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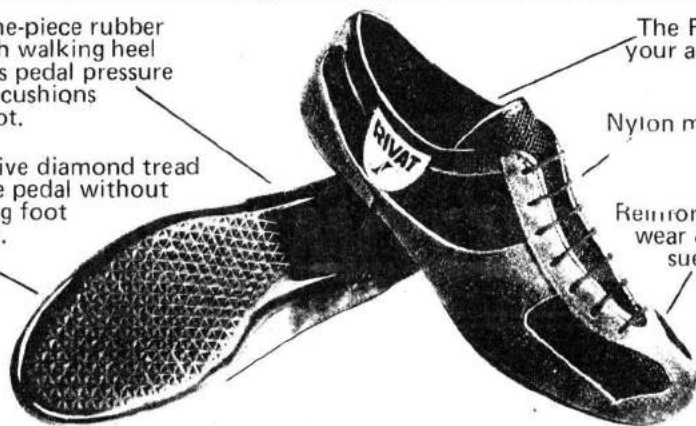
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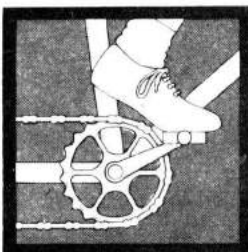
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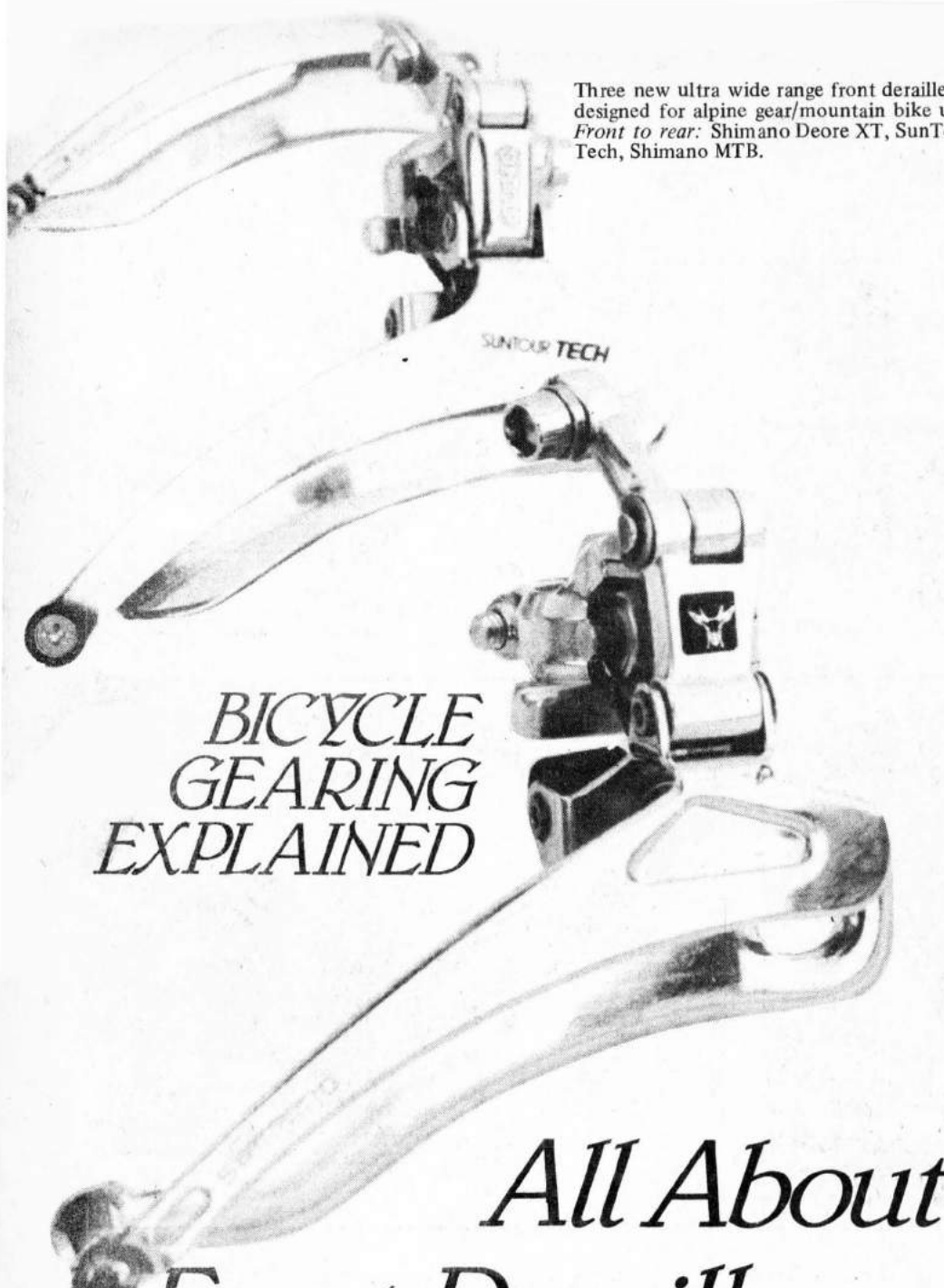
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Three new ultra wide range front derailleurs designed for alpine gear/mountain bike use. Front to rear: Shimano Deore XT, SunTour Tech, Shimano MTB.

BICYCLE GEARING EXPLAINED

All About Front Derailleurs

In this installment of our continuing series on bicycle gearing we deal with the mechanism which actually performs part of the gear changing operation — the front derailleur. This somewhat simple piece of equipment is often overlooked in the work it has to do.

The job of front derailleur is relatively easy, that is to shift the moving chain from one front chainwheel to another. That, however is where the simplicity ends. With the advent of wide-range alpine gearing and triple front chainwheels the work of the front derailleur has been made more complex. Fitting just any old front derailleur to a triple front chainwheel set-up is one thing; getting it to work properly is another.

Stripped to its essential functions the front derailleur is a 'cage' consisting

of two parallel plates which guides the chain from one chainwheel to the other. In order to achieve this the cage is usually supported by two pivoting levers and controlled by a cable attached to a gear control lever.

Earlier derailleur designs fixed the cage to a rod which slid crossways in a housing. This was also controlled by a cable and lever. Some earlier bicycles of European origin are still to be found fitted with this type of derailleur but spare parts are unattainable as these mechanisms are no longer made.

All of the current range of derailleurs available at this time are the four pivot moving lever or parallelogram swing-cage type.

Apart from some small variations in the positioning of the pivot points, the big differences between the 6 brands currently available in Australia are in their cage designs. In the chart shown, the gear capacity (expressed in maximum difference in teeth size between the largest and smallest chain wheels) is usually a measure of the cage capacity. Often there are other considerations like the size of the rear cogs which affect the gear capacity.

In order to study the significance of front derailleur capacity and gain an understanding of how the changing process actually works let's look at gear changing step by step.

Correct Mounting Position

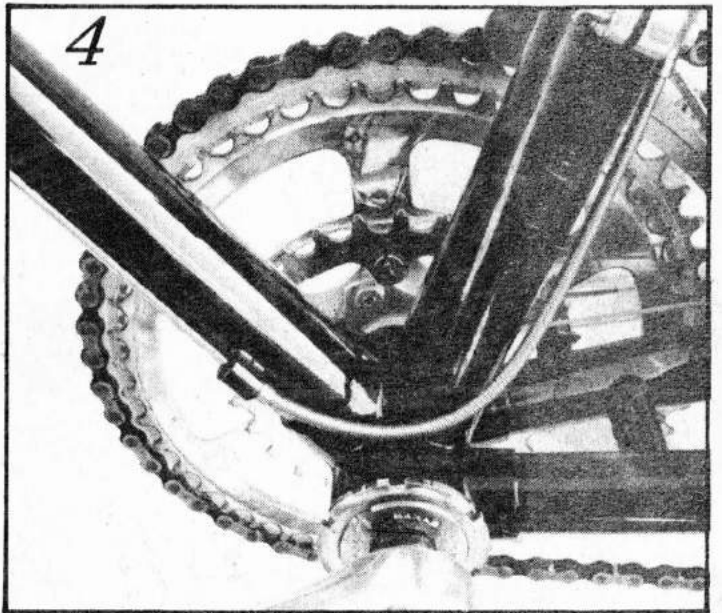
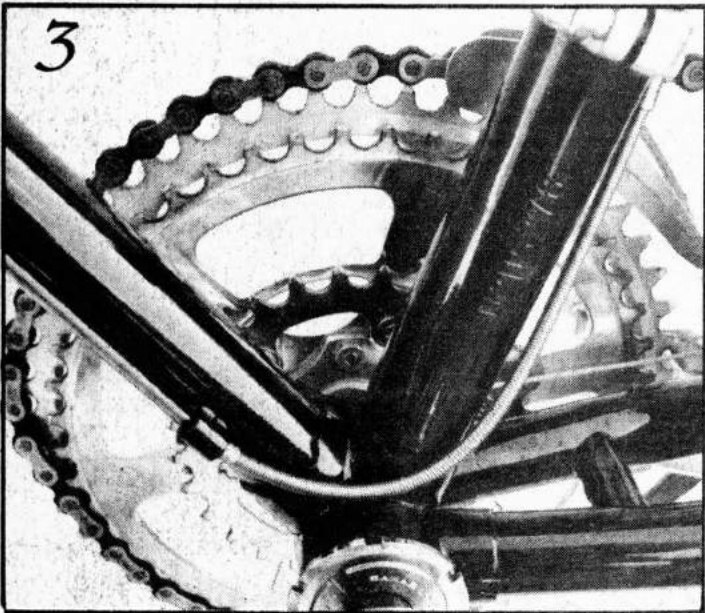
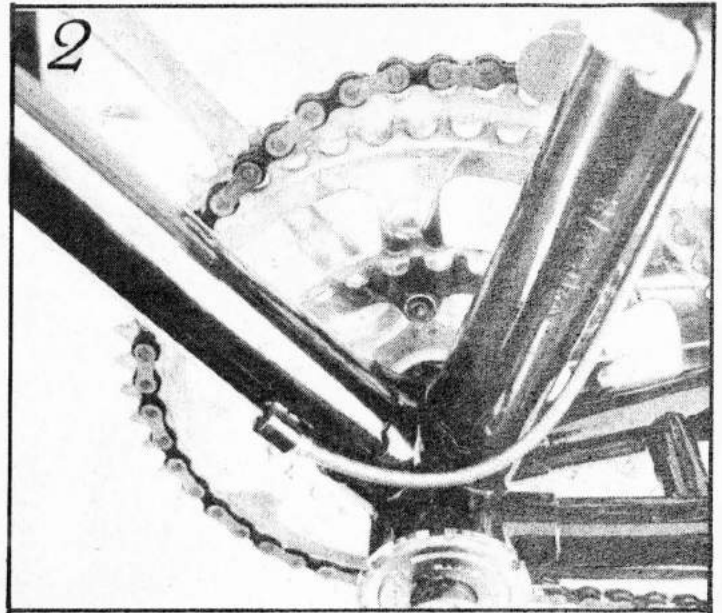
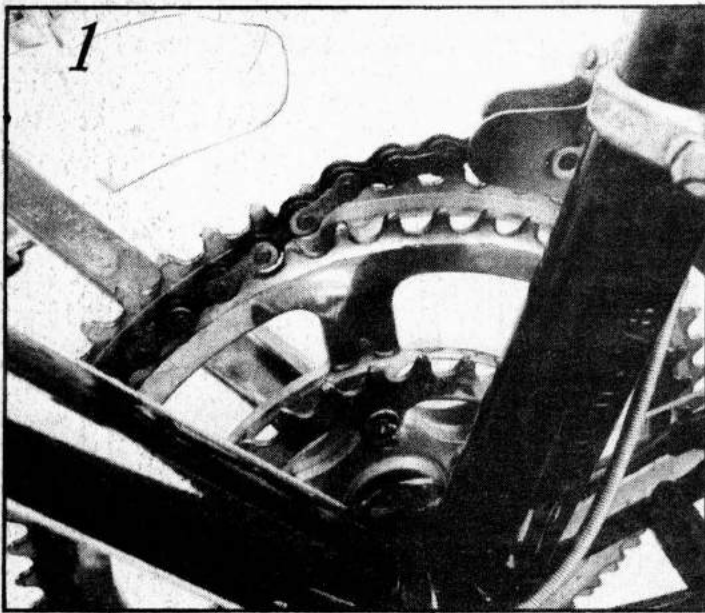
Modern derailleurs which come with printed instructions give accurate recommendations as to how each type of derailleur should be positioned. Allowing for slight differences between unusual designs most front derailleurs should be set up with the outer plate of the cage running parallel to the outer chainwheel. With the plate set directly above that chainring there should be a gap of no more than 2mm at its closest point.

Obviously, if the curve on the cage outer plate is different to the circular profile of the chainwheel, then the gap will be wider at other parts along the cage.

Correct Adjustment of Derailleur Stop Screws

As a means of limiting the sideways travel of the cage and to prevent the chain falling off the inside and outside edges of the chainwheels all derailleurs are fitted with stop adjustment screws. These are usually marked 'H' for high gear and 'L' for low gear. The correct adjustment for these is as follows.

1. With the chain running in high gear (small rear cog to large front), adjust the H screw so as to stop the outwards (from the bike frame) travel of the derailleur when the cage is centered on the chain at the top of the chainwheel. Spin the pedals to check to see that there is clearance all around the chainwheel.
2. With the chain running in low gear (large rear cog to small front) adjust the L screw so as to stop the inwards travel of the derailleur when the cage is centered on the chain at the top of the chainwheel.
3. It may be necessary to loosen the cable when making these adjustments if the cable is too tight or too loose.
4. After adjustments are made test and see if the cable is taut with lever in low gear and top gear position.



Shifting Gears

Gears are changed by the action of the cage pushing the chain side ways onto an adjacent chainwheel. As with rear gear shifting this should be done with the chain moving and with a decrease in pressure applied to the pedals. The changing action is more difficult in the up direction (small to big) because the chain has to be guided up onto the cog by the cage. Damage to the chain, chainwheel and derailleur cage can result if too much pressure is applied through the pedals before the chain is fully engaged on the chainwheel.

Changing Up

The photographs depict the action of the chain and derailleur as the change is completed.

1. The derailleur forces the chain over onto the larger chainring. The rivets and the chain edge begin to catch lifting the chain upwards.
2. The chainwheel teeth catch onto

the chain and move it forward disengaging it from the smaller chainwheel. Driving force is still provided by the small chainwheel.

3. Sometimes the chain will not mesh correctly and settle down into correct teeth spaces.

4. When the chain has completely engaged and mismatched teeth 'click' into place power can be applied and the gear change is complete.

Changing Down

5. The chain is pushed off the larger chainwheel and begins to engage on the smaller. Because of the relative ease and smoothness of changing down it is easy to forget that pressure still has to be minimal on the pedal stroke. If excessive pressure is applied then the chain may be broken due to the steep angle at which the chain comes off the large chain ring.

6. The chain settles into its position on the smaller chainring and power

can be reapplied as the shift is completed.

Cage Width and Design

Many modern front derailleurs have varying cage widths and plate shaping. Wide-range derailleurs suitable for alpine gearing will tend to have a wider spacing between plates at the rear of the cage than at the front. This is to accommodate the chain as it is used on very small front chainrings and very large rear cogs. Subtle features on this design are found on those types which permit a larger number of rear shifts before the front detailleur position has to be re-adjusted. The problem of chain rubbing is dealt with later. Some derailleurs feature pressed 'bumps' on the inside of the inner or outer cage plate to push the chain in a precise manner. Generally speaking racing type derailleurs are built with closer cage widths than touring types to enable precise shifting of close spaced gears.



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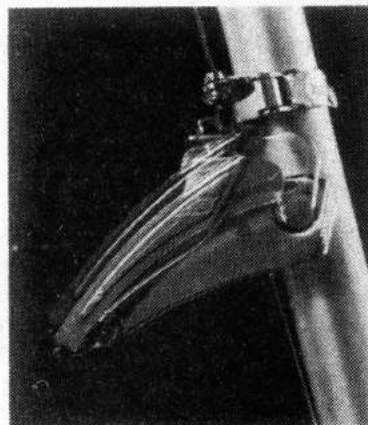
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Another method of assisting changing has been devised by Huret. They have added to the inside of the inside plate a spring steel pushing plate which gives the chain an added push when changing to high gear.

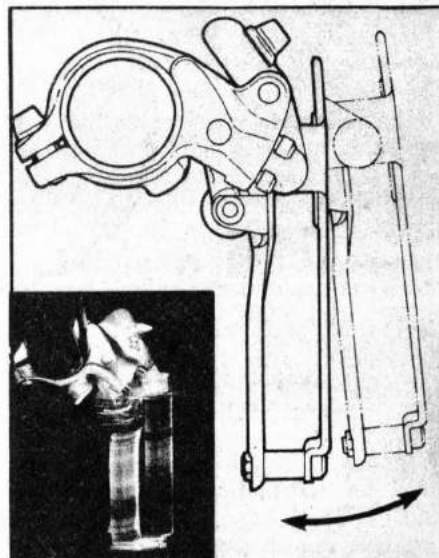
Holes in the outside plate of the derailleur cage are supposedly to lighten the unit and to add to the appearance. They have no operational function.

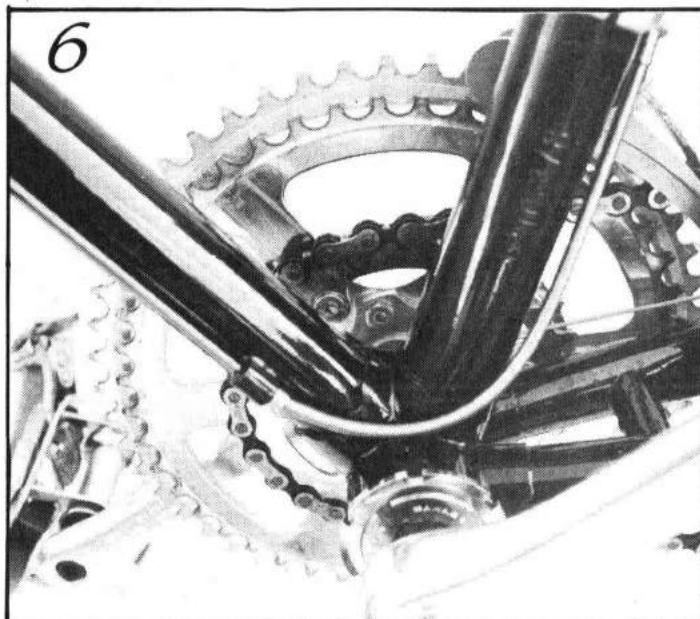
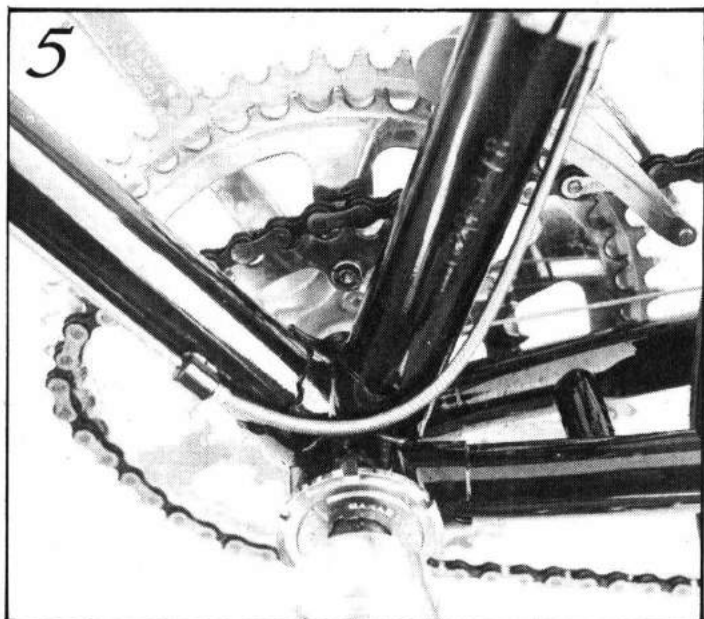
SLIDING INSIDE CAGE PLATE

If the tooth differential between the inner and outer chainring is large, the chain tends to overshoot the inner chainring on the down-shift. This can be partly corrected by using wider chainring spacing; but that increases the risk of the chain jamming between the chainrings. The AG front derailleur has a special mechanism which adjusts the width of the derailleur cage as it is shifted from the large to the small chainring, eliminating this problem. The cage, which is heat-treated to reduce friction and thereby increase shifting speed and smoothness, also features the Draw Bridge design for easy chain removal and installation.



Above: A derailleur which features an unusual varying cage width mechanism. Below: The up swinging 'trapeze' mechanism of the never Shimano front derailleurs





Shifting Problems

Of all the most common problems encountered with front detailleurs the chain-rub problem is the most common. As the chain is moved from one sprocket to another on the rear freewheel, its position is altered inside the front derailleur cage. The nett result of this is that for every two or three rear changes some compensating movement of the front detailleur is needed.

Whenever this familiar scraping noise is heard most people will have to manually adjust their front detailleur. Failure to do this will eventually wear the inside plate through.

This problem is mechanically overcome by a linkage mechanism on the new top mount SunTour Microlite shifting levers.

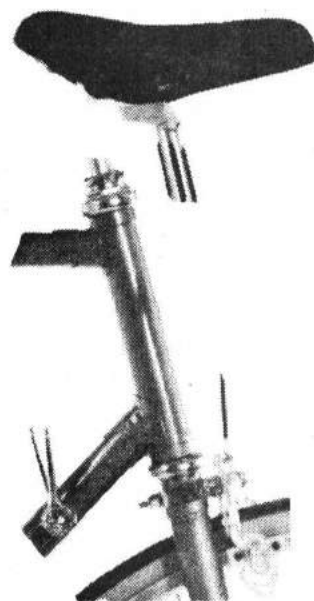
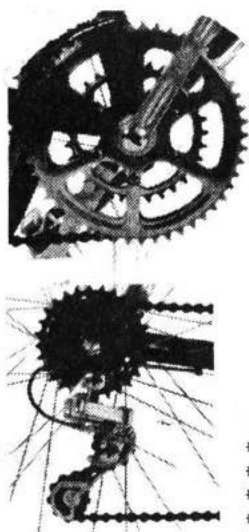
One other major problem occurring with up-shifting on wide-range gearing

occurs where the difference in size between the front chainwheels is large. On triple sets the derailleur also has to travel over a wider side to side range to select each chainring. These problems first occur when setting up a triple chainwheel set. Many people have found out when a triple is fitted that their existing detailleur is inadequate. The chart gives all of the models recommended for triple chainwheels and sets with closer spaced gearing.

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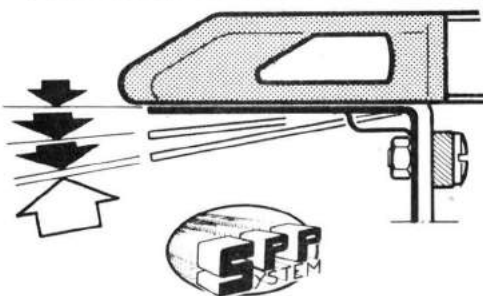
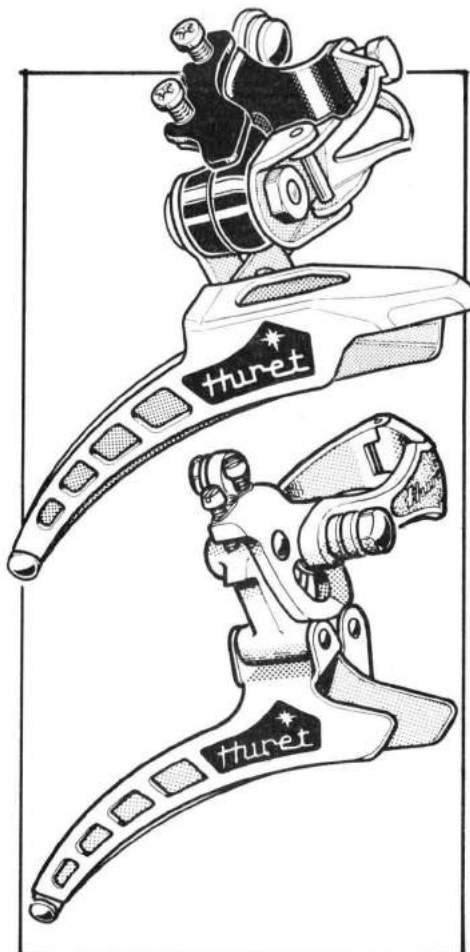
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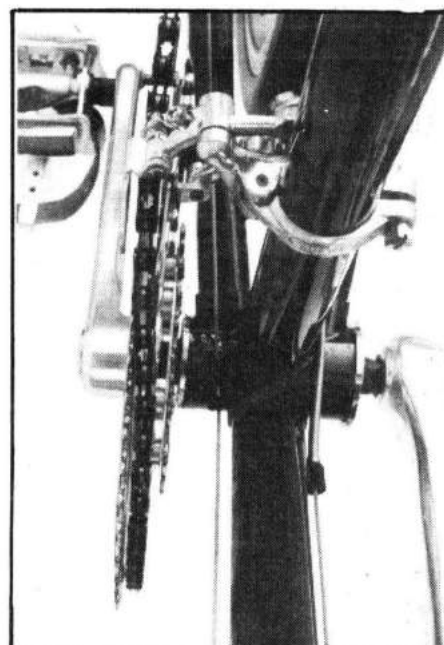
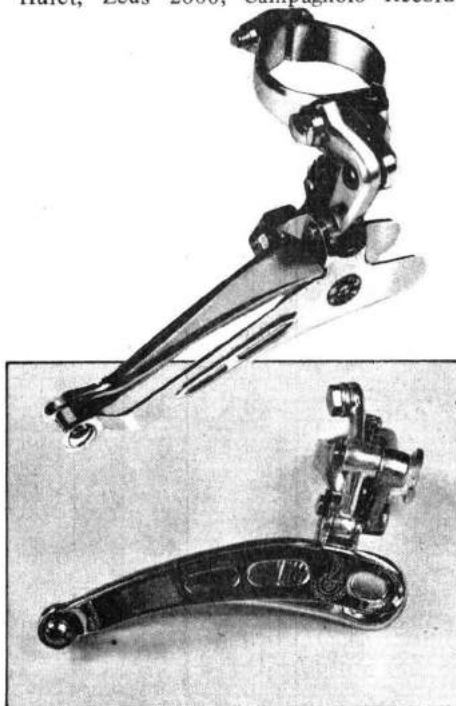


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Popular European Derailleurs. *Top to bottom:* Huret Success (Duopar), Huret Jubilee, Special Pushing Plate System - Huret, Zeus 2000, Campagnolo Record.



Front Derailleurs

Type	Use	Capacity
Campagnolo		
Record	Double	16t
Super Record	Double	16t
Galli	Double	14t
Huret		
Club II/Eco	Triple	18t
Success	Triple	20t
Jubilee	Triple	20t
Shimano		
Dura Ace AX	Double	14t
Dura EX	Double	14t
600 AX	Double	14t
600 EX	Double	14t
600	Double	14t
105	Double	14t
Deore	Triple	20t
Deore XT	Triple	22t
MTB	Triple	22t
Adamas AX	Double	14t
Positron AX	Double	14t
Altus LT	Double	14t
Altus ST	Double	14t
FE	Double	14t
Sun Tour		
Superbe PRO	Double	14t
Superbe	Triple	18t
Cyclone MK II	Triple	18t
Cyclone	Triple	18t
BL	Triple	18t
Road VX	Double	15t
NSL	Double	16t
Seven	Triple	18t
AG	Triple	22t
AG Tech	Triple	26t
Compe V	Triple	18t
Spirit	Triple	18t
Mighty Click 10	Triple	18t
Mountech	Triple	26t
Zeus		
2000	Double	14t
Criterium	Double	14t
New Racer	Double	14t

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Special Announcement



We have received news from the UK that production for this years guide has been delayed until May 27. Our copies should arrive 4-8 weeks after that.

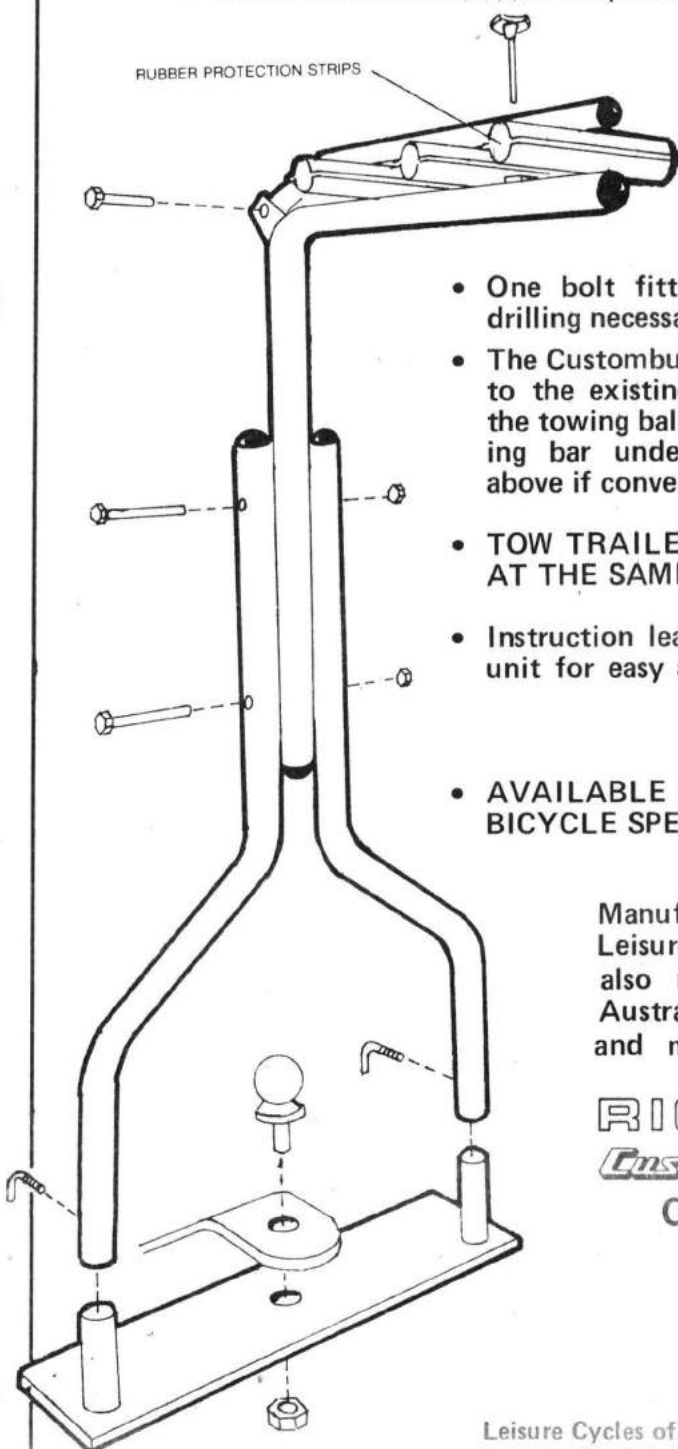
We hope that this unforeseen delay will not inconvenience mail order customers who have pre ordered the guide. These people will have their 83 Guides shipped as soon as stock arrives. Watch next *Freewheeling* for announcement of publication and order form.

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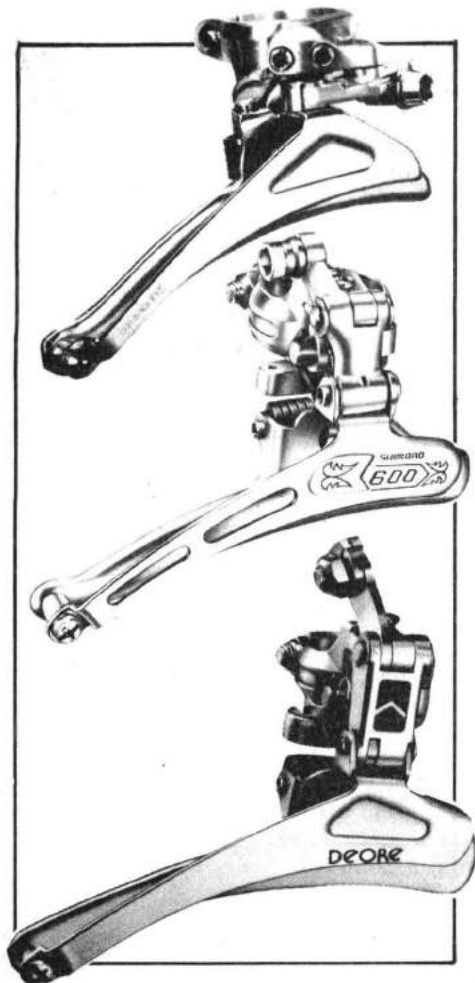
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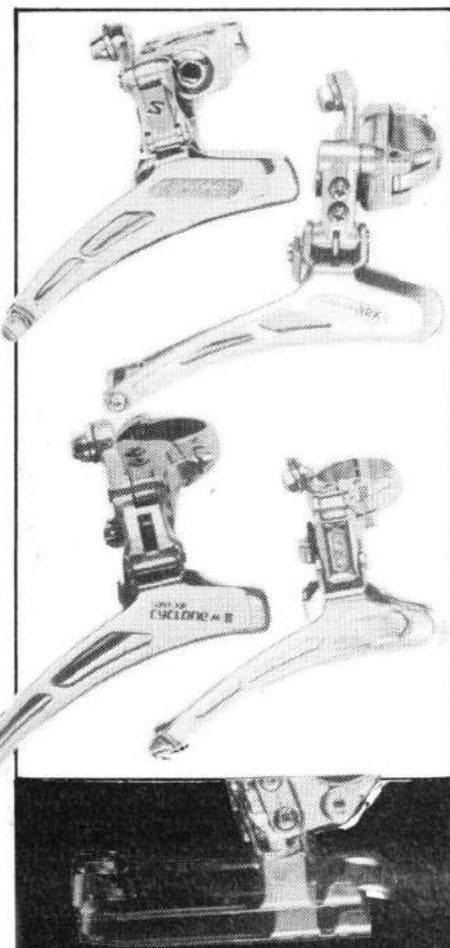
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Japanese derailleur manufacture is dominated by two companies. Top to bottom: Above: Shimano Duro Ace AX, 600EX and Deore. Below: SunTour Superbe PRO, ARX, Cyclone MkII and the Seven.



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We have had numerous enquiries for pink shirts. This was the colour chosen for ride organisers. Unfortunately, we do not have any of these shirts for sale.

Tee shirts in a special *Freewheeling* 'One for the Road' design (two colours) on Pink, Bone, White or Sky Blue are made from quality cotton/poly-

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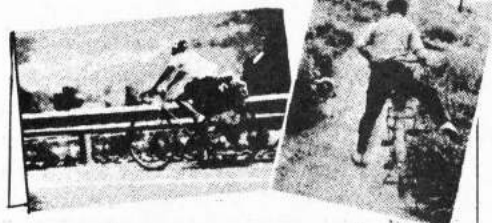
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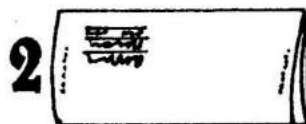
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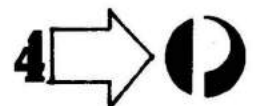
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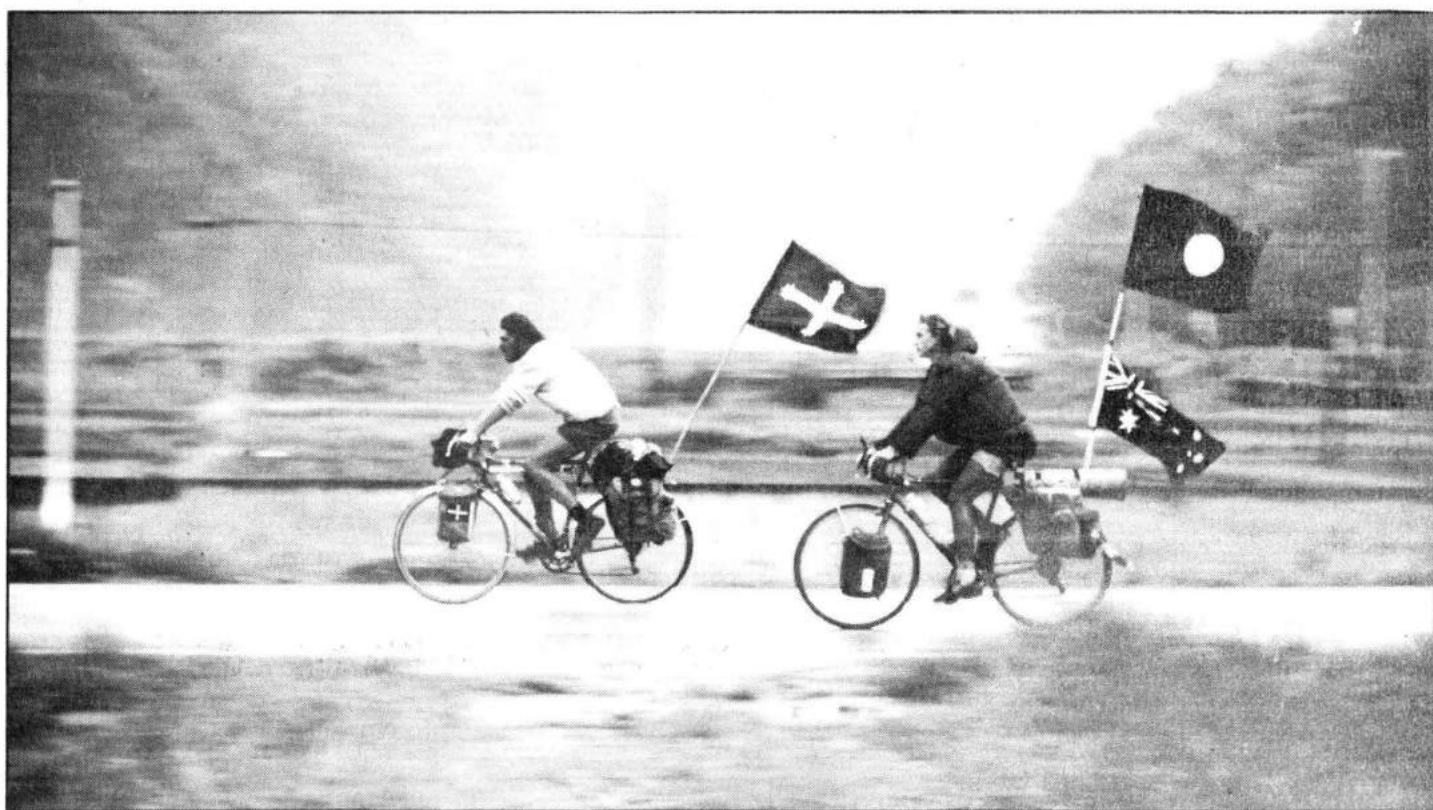


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Securely tape outside edges.





World Bike Ride Update



Members of the World Bike Ride are touring in Japan. In his final report from the land of the rising sun Christopher Williams describes their journey through the southern island of Kyushu and the cities of Hiroshima and Nagasaki.

Kyushu and Shikoku Islands via Mountains and Coasts

by Christopher Williams

"... It is the same with the scientists. He pores over books night and day, straining his eyes and becoming nearsighted, and if you wonder what on earth he has been working on all that time — it is to become the inventor of eyeglasses to correct nearsightedness."

— Masanobu Fukuoka
from "The One Straw Revolution"

As the remnants of Woobora (Cathy, Paul, Miranda, Oliver, Murray and myself) begin to sit out the icy Japan winter on Masaobu One Straw Revolution Fukuoka's Natural Farm, I look back to the two (amongst many) most unforgettable memories of the last six weeks riding.

Firstly it is of Oliver racing through hairpin corners near Saga (see map) from a 560m pass and overtaking firstly a car then a 15-seater bus.

The second is of frozen fingers near the summit of Mt Unzen refusing to unite my helmet strap.

Oliver has a racing framed fast bike with a 27 x 1 3/8" tyre on the rear giving about 1 - 2 mm clearance in his chainstays. Sometimes you experience on a good tight-framed bike the desire to go as fast as you possibly can — which is often the case with Oliver. This time, with long downhill sections and perfectly cambered tight corners, Oliver was at times, well, let us say he was not going slow!

I did not see him overtake the first car, I was caught behind it as the dark of night grew so that you couldn't see around the approaching bends, but I did see Oliver pass the bus. He was behind it for a long time and when he finally passed it, he said that the ten or so men inside were jumping up and down cheering on their driver to go faster!

Japanese love competition!

After leaving Nagasaki, Oliver and I decided to "go up Unzen", a volcano of 1,360m. Unfortunately (or fortunate for us!) we left it a little late and arrived at the start of the toll road at 5pm. They close this road to the summit at 5pm because at night they were getting temperatures of minus 5° and the Rangers don't want to have to get up in the middle of the night to fetch

Flying three flags of Australia two Woobora's cruise through the Japanese countryside.

out some stranded frozen motorist whose engine has stalled!

My knees were aching from the three hour slow climb up to 900m, and the cold was starting to freeze them up — I attempted to remove my helmet so that I could put on my parka hood but couldn't undo the straps, my fingers refused to obey. At this stage I knew only one thing — I must get down to Shimabara 25 kms away.

At the bottom, stopping to thaw out my aching fingers and knees, I found Oliver in a small office huddling over a gas heater, shaking. It was 30 minutes before he stopped. (shaking that is!)

Woobroa's "official" itinerary finished at Nagasaki where we passed many days in the Peace Memorial Park joining in with other demonstrations and protest actions, such as the "7 day Fast for Peace" in which Sally participated. Also Sally, Oliver and I joined a one hour protest sit-in against the Soviet nuclear test explosion of December 9. We stayed 4 nights at the Nipponzan Myohoji Temple and were entertained by the wood-fire cooking of our host, Gozaïamas (Gozaïamas



pronounced [in Australian] Goz-zay-a-mus from the Japanese "ohayo, Gozaimamas!" meaning "Good Morning!") The next five nights were spent as guests of the Hibakush Centre (A-bomb victims) opposite the Peace Park. Here we were in constant contact with people who had been maimed and disfigured by the Atomic bombing of August 9, 1945, and it made us think that perhaps our work had only just started, not finished, in Nagasaki.

We also called on the Mayor with suggestions that Nagasaki and Townsville, Qld become "sister cities" and that the trees we planted in the Carmody St. park, Townsville, be declared Australia's first "Peace Park". Mayor Motoshima agreed to begin communication with Mayor Mike Reynolds. Also the mayor agreed to give us a letter to take through China and U.S.S.R, urging other cities and people to work for peace and disarmament.

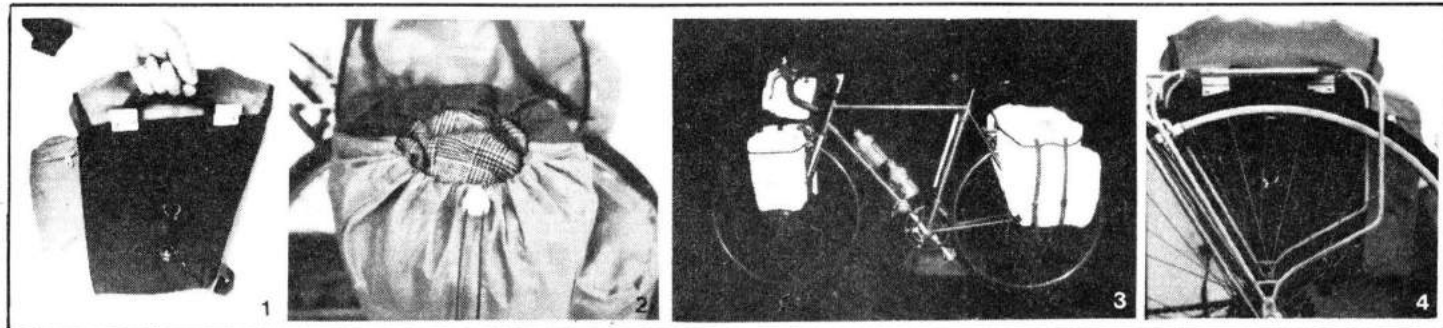
After Kumamoto (see map), some decided to hitch to Beppu while the rest (Oliver, Cathy and Paul) rode. My knees were still painful from Unzen so Miranda and I hitched on a "bone-truck" to Beppu.

It was near here that Oliver decided to "go up ASO" (see map). Mt Aso has the largest crater rim in the world of

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approx. 179 kms circumference. This time Oliver made it all the way to the top (see map) and he said for the last 4 or 5 kms there was much snow beside the road and two frozen lakes at the top.

To descend into the old crater, as the highway does, is an amazing experience as you can see the barren ring of mountains encircling you. Half way up Mt Aso is a Peace Pagoda standing out brilliantly as the sun hits its white, smooth surface.

Brom Beppu the ferry to Misake takes 2 hours. Beppu is singularly interesting due to many hot springs up the sides of the mountains steaming water vapour into the cold air. From the top of a building I got the impression that the city was encircled by a wall of smoke and fire, and made aware of the ever present and potentially devastating power of Mother Nature.

From Misake the road follows the coast over a mountain range past Ikata nuclear power station to Nagahama and Oyi. By this time, we had all grown bored with the same lies of the glossy PE rooms at the power plants so we decided to avoid this one 'tourist attraction'. We also decided to take different routes, by accident, to enjoy the quiet of cycling on our own for some precious head space. Thus I rode

via Ozu, a beautiful town in a valley and then head out to Nagahama and follow the coast road up to Iyo to Mr Fukuoka's Natural Farm.

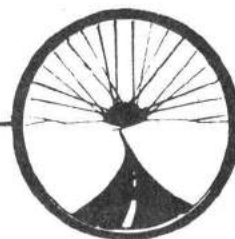
In this part of Japan foreign tourists are rarely seen — many people stop and stare at you as you ride past and sometimes come up to you to practise their English conversation on you. This day, eating lunch outside a supermarket, a young woman came up to me just to talk "English" with me.

The last 29 kms from Nagahama to Iyo was via a beautiful quiet road which followed the coast the whole way — it's a pity it wasn't longer! Arriving at the farm on Dec. 24, my birthday, seemed to me a good birthday present. I found Oliver had arrived the day before and was picking 'mikans' — mandarins on a mountain orchard of Mr Fukuoka.

Having lived a simple, self-sufficient lifestyle as an organic "no-dig" farmer for the last 40 years, we have much to learn from this enlightened man. If people want to create a healthier, more peaceful society they must first begin with themselves.

It is from people such as Masanobu Fukuoka we can be shown positive advances towards a nuclear-free future.

On this mountain, on this land, I can see just that reality.



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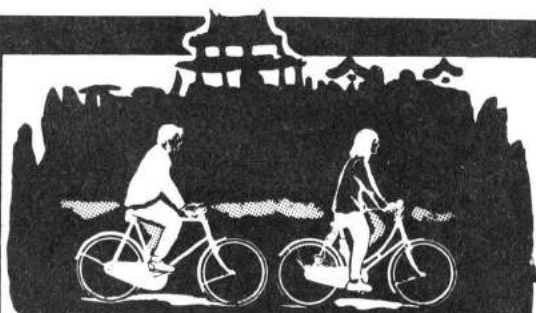
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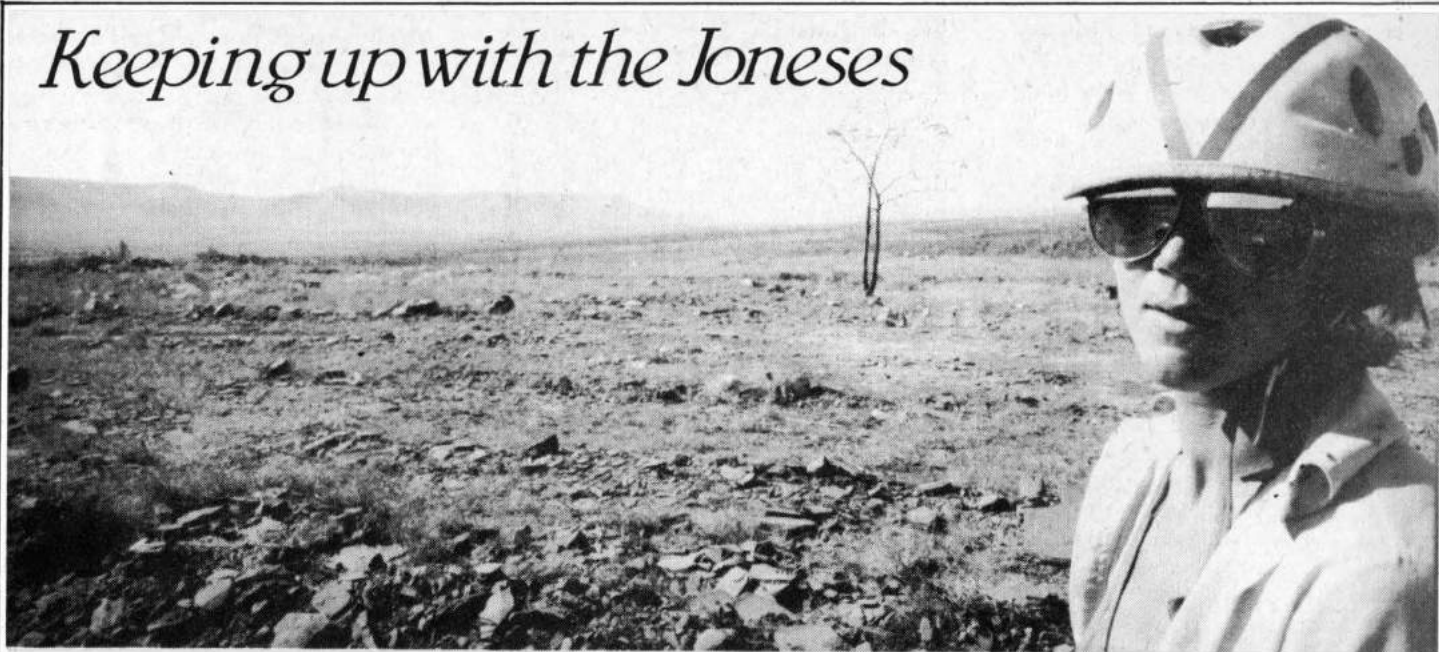


Freewheeling

NUMBER FIFTEEN TWO DOLLARS JUNE-JULY/AUGUST 88



Keeping up with the Joneses



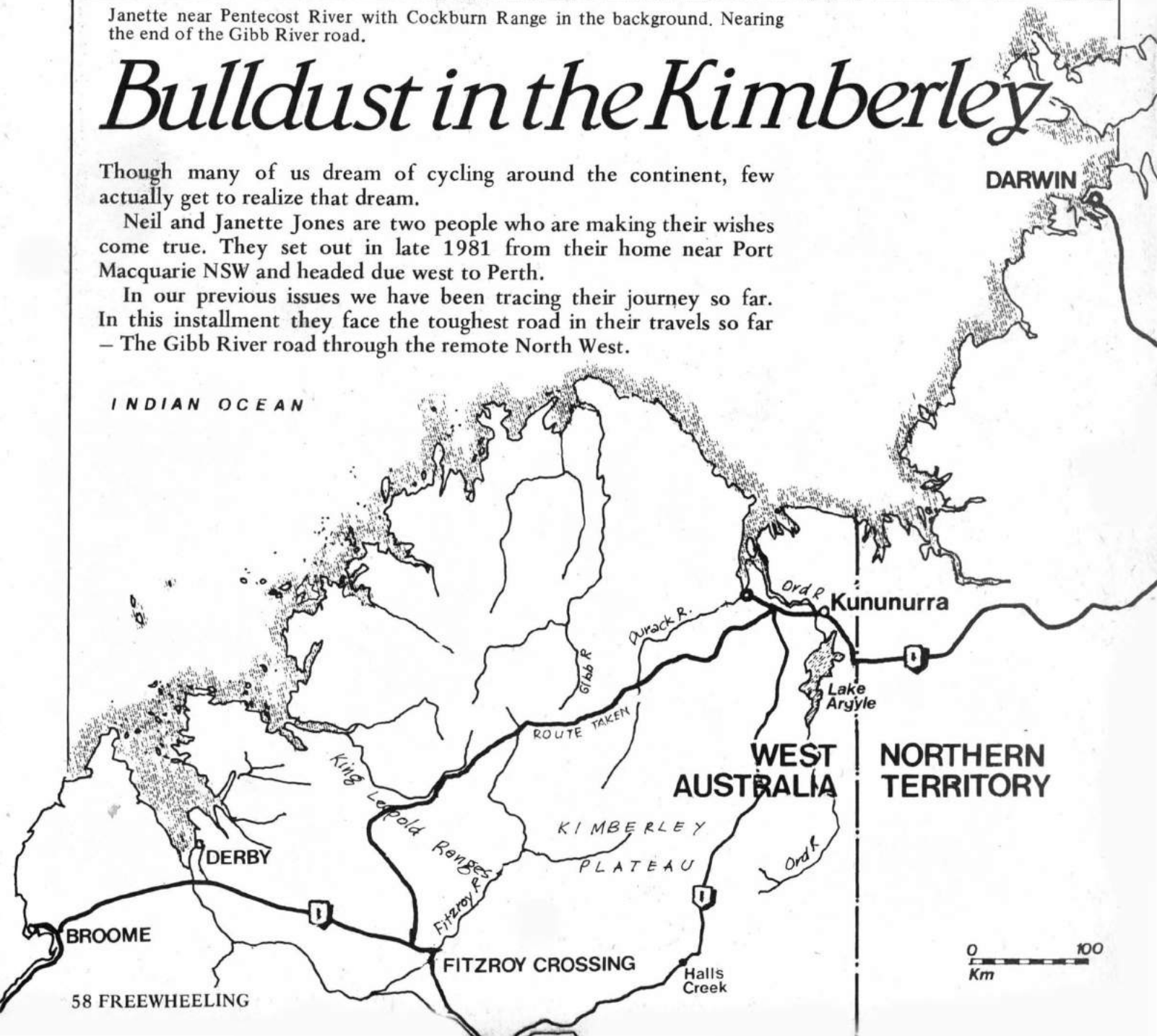
Janette near Pentecost River with Cockburn Range in the background. Nearing the end of the Gibb River road.

Bulldust in the Kimberley

Though many of us dream of cycling around the continent, few actually get to realize that dream.

Neil and Janette Jones are two people who are making their wishes come true. They set out in late 1981 from their home near Port Macquarie NSW and headed due west to Perth.

In our previous issues we have been tracing their journey so far. In this installment they face the toughest road in their travels so far – The Gibb River road through the remote North West.



There's an awfully long stretch of road between Port Hedland and Broome. Most motorists put it low on the scale of scenic wonders, "Six hundred kilometres of nuthin!", they say. By the time you reach Hedland you can sieve the truth from the volumes of negative comments. For instance, there can't actually be nothing. They said that about the Nullarbor and that's one of the best bits of road we have come across so far.

So again we're pedalling the long black seal. Like the sandworm riders of Frank Herbert's *Dune*, we grasp the handlebars and ride the back of this endless black worm. Leaving Port Hedland we've picked up maps from the Lands and Survey Department offices in South Headland. These are 1:1,000,000 scale maps from Broome to Darwin. From these maps you can get good indications of the presence of waterholes rivers and bores. Many times the bores shown may be non-existent or dry but many are also accurately shown. The best the maps do is indicate the possibilities of where water may be. With experience you can develop a kind of intuition.

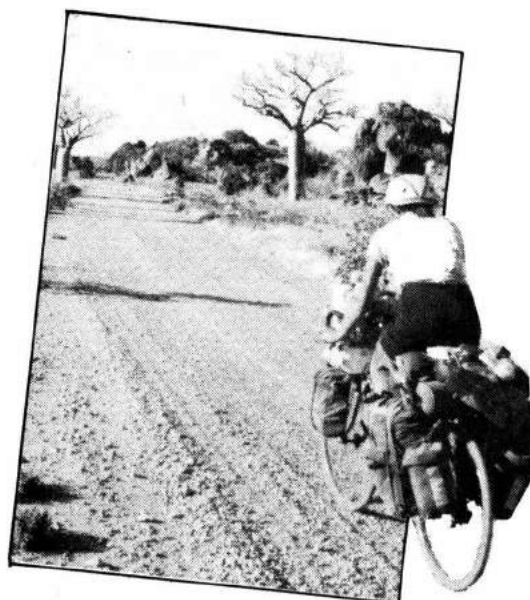
The first 120 kms. from Hedland were excellent. Despite extreme headwinds that made it two days to get that far the frequent river crossing soothed our tired bodies. Tabba Tabba Creek, the Strelley and De Grey Rivers were a real bonus. From the Goldsworthy turn off to Sandfire Flat is the dry section of this road. Sandfire is the one roadhouse in the whole 616 kilometres. The lawns and the subtropical trees make a great picnic venue as tame peacocks strut their stuff. The actual Sandfire Flat itself is further up the road. It is flat and barren in the extreme. Yet ten kilometres on the other side you pedal into attractive mulga country and distant, if momentary views east to flat topped mountains. From here on bores of consistently good water are easily spotted from the road. There are two stretches without any bores. They are from Anna Plains to 20 kms. north of Nita Down turn off and then the La Grange Mission to Roebuck Plains. Both stretches are of about 40 kilometres in length.

The six days from Hedland to Broome were very pleasant. Temperatures reached the low thirties. Tailwinds after the first two days of headwinds made us feel much happier. The lack of any outstanding physical features made sightseeing rather pointless. As Janette described it, the rest stops were just to refuel the human machine. But there is a special pleasure in spending a week cycling an isolated stretch. The daily aims are simple and the time to devote to thinking or not thinking is priceless.

Broome would be a nice place to live but visiting there was not so attractive. For us it was a disaster to be a part of the invading tourist hordes who had strained the towns resources to breaking point. Due to planning bumbles, the influx of tourists following sealing of the road to Perth was not being adequately catered for. Well, it was worth the swims at Cable Beach and the fleeting glimpses of history in an old pearling town.

Down the road to Fitzroy Crossing we camped by the Logue River, and stretched out under a young boab tree. It seemed to be reaching for the sky with spindley hands while its unfortunately bulging midriff held it down. Still in its youth it was quite elegant with silvery trunk having splashes of red.

Since Carnarvon surface water has been relatively plentiful. It's been a good year for farmers. Water holes are



brimming and buzzing with lilies and wildlife. Bore water has been fresh and frequent. That's a big change from the southern half of the state. Even the maps are approaching accuracy in the sites of bores.

Cycling conditions seem to be improving in many ways. We're picking up more and more stray goods by the wayside, Hammers, billies, shifting spanners are beginning to weigh us down. Accumulating a tool kit suitable to a truck isn't very practical. They make the postage worthwhile when we send them home with rock samples and other superfluous junk. Our rock collection must be getting pretty healthy back home by now.

But there are some things that we refuse to keep. The most outrageous find hasn't been the full can of beer among the million empties but a young alsation cross pup. It popped up by the roadside about 130 kms. north

of Carnarvon, and 10 kms. from Manily Roadhouse. We half suspected it to be a station dog and not missed but somehow it seemed too happy to see us. It looked very lost in an alien environment. Janette made room in her basket and with pup firmly held by the collar, she carried it to the roadhouse. Well, young pup was in great luck. She belonged to a Telecom worker and had been lost for two days. A quick call by staff to Telecom and the pup was to be picked up the next day. Meanwhile she feasted on table scraps. Walt Disney would have loved a story like that one. Even cyclists can take part in heart rending human/dog/disaster/rescue type situations.

The gear found by the roadside sometimes gets to the stage of cargo cultism. One discovery leads to hours of staring into roadside litter. Even while passing through fabulous scenery you can get a stiff neck visually sorting rubbish.

Whatsmore we don't really need the extra weight. Right now my rear wheel rim is carrying a lump of brass. A crack had developed in the gravel of the Hamersley. It was handily brazed over in Broome. Such are the consequences of gravel roads, heavy loads and neglect of spoke tension. Heavy 12 gauge spokes and steel rims do have limits.

In a day and a half we'll reach Fitzroy Crossing. Stocking up there for a two week stretch. We'll take a 700 km. route of dirt road through the middle of the Kimberley instead of the Halls Creek road that skirts the southern edge of the Kimberley. The longer route will take us via Windjana Gorge, Tunnel Creek and the Derby-Gibb River-Wyndham Beef Road. Numerous gorges along the way and winding through the King Leopold Range should make for excellent cycling.

The bikes have proved themselves capable but the brazed rim is a worry. The racks have been welded back together and strengthened six times between us. Hopefully they're now sound enough. Spare nuts and bolts and pieces of metal make on-the-road repairs to racks fairly simple.

Taking dirt roads that avoid major highways usually means a pleasing if slower ride. Because of lighter traffic it's easier to enjoy the scenery and isolation. Frequent water sources make the Gibb River Road attractive. Water and good cycling country usually go together.

The Gibb River Road is no disappointment. Hard work it may be but few slogs are as rewarding. Fitzroy Crossing was an obscure identity we couldn't quite put our finger on. The Gibb River Road wasn't nearly so



Corrugations, bulldust and fly nets on the Gibb River-Wyndham section near Durack River. 26 x 1 3/8 tyres sink into the powered earth form road.

precocious. Still I can't leave Fitzroy Crossing hanging like that.

The town is the gateway to Giekie Gorge. We met a young aboriginal man who had been born in the Gorge. It hasn't then been long the almost singular domain of middle class white tourists. The aborigines of the area are now housed at the mission just out of town. The Post Office is two kilometres away and the pub and store another kilometre again. Then there is the roadhouse back on the highway. The latter incidentally, is the best supplier of food and groceries. Obviously the town is a little spread out. So too is the population. The bars at the pub are segregated. Black bar, outside; white bar, inside.

An added extra is the recently arrived eastern stater who assures us that the local "natives" are particularly bad and we should look to the safety of our bikes. We made sure he knew

we had heard it all before – Wilcannia, the Nullarbor, Kellerberrin, Broome etc. Chalk up another town that has the worst thieving "natives" in the country.

As for the aborigines themselves they were typically friendly and freely gave advice, accurate and unsolicited, on where to find good water on the road ahead.

Geikie Gorge was full of freshwater crocs of which we saw a good eighty during an excellent two hour boat trip. Heading back out to Fitzroy Crossing we backtracked forty kilometres along the highway to the Windjana Gorge turnoff. Here we sighted the tracks of an elusive but often spoken of cyclist we wouldn't catch up with until Kununurra.

Tunnel Creek carves its way through a low range of a fossil reef. It's 750 metres one side to the other with elegant flowstones and bubbling

springs deep in the cave. You need your own torch as you guide yourself. If you take the time to look there are many aboriginal rock paintings near each end of the cave.

The road conditions are marked by a number of permanent, and fresh, bores and springs. The track often collapses into bulldust and sand but overall it is quick going.

Windjana Gorge is a site of great significant to aborigines. Heroes were made here during the battles to unsuccessfully fight the anglo-australian invasion. A small war of colonial conquest little heard of. Walking through the gorge makes it easy to appreciate the Dreaming and dreams it must have held and must still hold for the local people.

Caravanners relish using generators to light up the night so camping in the park should be avoided. Lillimilura police station ruins, five kilometres before the gorge has a spring in a cave behind the roofless structure making for an excellent camp site. We camped near the intersection with the Gibb River Road. It wasn't a generator that woke us in the middle of the night but a dingo ten yards from the tent wailing at the moon with a religious commitment of a mullah. A handy lump of tree root thrown in its general direction compromised its fervour.

Next day it was on to the Beef Road and upward into the King Leopold Ranges. These are the highest in the Kimberley. The dirt was excellent and getting to the top of Inglis Gap was little problem. Bull Frog Hole supplied a cool dip halfway up, a luxury for any range crossing. Five kilometres from the Gap is the turn-off to Lennard River Gorge, the most spectacular of the gorges on this route. It's eight kilometres off the road, the last three being unridable granite boulders. But at that point is a crystal, babbling brook, so camping there and shedding gear for a light ride to the gorge is the best play.

The next 120 kms. to Barnett River Gorge was good riding and the definitive gorgeous country. One night was spent by beautiful Bell Creek, with water, water everywhere. Adcock Gorge was next night's stop by lily padded, pandanus palmed swimming holes. This was followed with a day of Galvan's Gorge for morning tea, Manning Gorge behind Barnett Station for lunch, and Barnett River Gorge for evening camp.

After luxuriating in good road and plentiful swimming holes we passed Gibb River Station. As predicted, the road disappeared beneath seas of bulldust. At times it was so fine your tracks closed over behind you and the derailleur sank beneath the surface.

That made it dead slow. Thirty-four-tooth front chainwheel driving thirty-four-tooth rear sprocket all day long. The occasional foot slog for a hundred metres when you stopped altogether. Motorists passed us every few hours so we were usually assured of the whereabouts of the nearest waterhole. The drops and rises from one plateau to another are appropriately called jump ups. The views from the top are million mile views. The Durack River, Joe's Waterhole and Bamboo Creek are just a few of the available campsites and they're usually all to yourself.

The last two days of the dirt were rocky but solid. A big relief from the slow, slow dirt. Here you pass the southern edge of the Cockburn Range. It rises from the Pentecost River at virtual sea-level to over 600 metres. A plateau island surrounded by sheer cliffs all round. The last evening on the dirt we chatted with a 'local' who catches wild scrub bulls for a living. First they're nudged over with the bull bar of the four wheel drive chasing them at full gallop. Then one chaser jumps off and ties the beast's legs before finally hauling the animal into the back of the truck. While we spoke the partner in the operation rolled up with three kicking and stomping bulls in the back, wild eyed and missing bits of their thick hide. When crossing the King Leopold Ranges we had to ditch the bikes and run as one such wild bovine charged us at full pace. We didn't feel bad about this lot getting their just desserts. It's not exaggeration for people who doubt it that these wild scrubbers should be avoided, anywhere in the Top End. The 'locals' have some great tales.

Reaching the sealed road, our food stocks were absolutely nil. No spreads, no flour, no grains, no tea, nothing left after twelve days since Fitzroy Crossing. Kununurra was paradise. Both of us found work at the Hotel and camped by Lake Kununurra on the edge of town for a month. With water, mountains and tropical climate the Ord could be a paradise if the agriculturalists can sort their approach to the environment out. Lake Argyle, the source of the scheme's water is 70 kms. away. Red, purple and blue mountains rise sheer out of the lake. You won't see anything like it anywhere else.

While in Kununurra we caught up with Katsuo Wada, the cyclist whose tracks we had spotted near Tunnel Creek. Katsuo was getting a couple of days work with a travelling bookmaker at the Kununurra and Wyndham race days. Pretty good going for a Japanese touring cyclist. Katsuo also had plans of extensive desert touring or alternatively Cape York. In that period we met more cyclists than at any other



Crossing the Pentecost River. The Cockburn Range is in the near distance.

place. At one time there were eight tourers in town at once. Two girls were from the World Bike Ride, another Japanese cyclist and two blokes heading in opposite directions. One, Alan Melville, we would catch again in Darwin.

The Northern Territory was only 35 kms. away. After 12 months in W.A. it was a big event to cross the border. Timber Creek and Victoria River Bridge are the two main features of the ride east to Katherine. It's single lane bitumen which requires getting off for approaching road trains. Katherine township was a depressingly racist environment. At the time we went through whites were insensed over a land claim on the Katherine Gorge National Park. The claim had arisen after years of frustrated effort by the Djauan people to get some representation in the running of the park.

Mystical rock paintings in the gorge make the validity of the claim obvious and valid. The conditions of the claim were to be on the same terms or similar to the Kakadu arrangement. The latter is, while owned by the tribal land council, leased to the National Parks Service with trained aboriginal rangers from the local area as well as the usual ranger staff. It's quite awe inspiring to realise the continuing relationship the traditional owners still have with these areas of intense beauty. Cycling through the landscape you feel a part of it and can sense the bond of the aboriginal australians to the country.

The aboriginal culture is gaining so much strength in the Territory we were to learn a great deal more. We rode north to Darwin and stayed with an old Sydney friend in a cyclone proof dwelling of the new Darwin. I wished we had known the old Darwin but we'll get to that next time.

One for the Road

Federal Labor to Act on Bicycles

In a pre election statement the new Federal Minister for Transport Peter Morris said that Labor would seek to upgrade the status of bicycle transport as a mode of travel and recreation.

During 1981, as Labor's shadow Minister for Transport he called for submissions from bicycle groups across the country in order to formulate a new Labor Transport policy.

The pre-election statement conveyed by telegram to the major bicycle groups says that Labor will undertake to:

- Make grants to states for construction of bicycle paths.
- Establish road safety campaigns and research into safer operations of bicycles and other forms of transport.
- Invite participation of bicycle representatives in road safety matters.

Most importantly he says that Labor recognises that improved safety measures and training are crucial to protect cyclists on the open road and encourage more people to take up cycling.

This is obviously an indication that the lessons of the Geelong Bike Plan approach of Education Encouragement and Enforcement programmes as well as engineering has finally seeped through to the federal policy makers.

The statement concludes that the Labor policy recognises the growing importance of bicycles especially in the provision of low cost transport for unemployed, the young and other groups who can not afford are unable or wish to minimise the use of private vehicles and public transport.

The policy also recognises the importance of Recreational use of bicycles in the area of improved public health, the role of the bicycle in energy conservation and environmental protection.

One of the first jobs of the new minister will be to convene a meeting of all the Labor state transport ministers to sort out the totally disorganised piecemeal approach currently being applied to the area of cycle planning.

Newcastle Bikeplan

Newcastle NSW: A new 5.2km east-west arterial bike route has recently been completed in the city of Newcastle as a first stage towards the full implementation of the Newcastle Bikeplan.



An impressive dual carriageway section of the new East West route in Newcastle
Photo: Stuart Thompson NCM.

The local user group the Newcastle Cycleways Movement (NCM) says that the path is one of the finest bicycle facilities constructed in this country.

The group in supporting the new route stated that it is fundamental to the success of the Newcastle Bikeplan. This once again shows their willingness to support government initiatives when they eventually become reality.

With over 5 years having elapsed since the establishment of the Newcastle Bikeplan Working Party the Government has still to appoint a Project Manager and get the scheme on the way.

A lack of co-ordination and direction from top level bureaucrats still hampers the implementation process.

State Government Turns Blind Eye to Growing Cyclist Disquiet

Sydney NSW: The states two largest user groups the Bicycle Institute and the Newcastle Cycleways Movement are reporting a growing frustration on their part with the increasingly directionless approach being taken by the State Government.

Both groups represent the state's bicycle riders on the State Bicycle Advisory Committee which is made up of representatives of government departments with sometimes only a vague of interest in bicycle planning projects.

After allocating most of its budget for 1982-83 the committee has settled into a pattern of waffly discussion rather than being involved with actual decision making. Some members are becoming frustrated with what they felt is the government's lack of interest and justice.

In view of the fact that something like 2% of all the transportation trips in NSW are made by bicycle the NSW cyclist is being treated in a very mean way by the Labor Government.

The recent call by Victorian bicycle advocate Alan Parker to NSW cyclists to ride on the Harbour Bridge as a means of making their displeasure felt has apparently fallen on deaf government ears but not those of the bicycle users.

The BINSW is now prepared to provide the necessary leadership to ensure the bicycle movement's case is adequately presented and acted upon by the government.

To ensure that this is carried through to a satisfactory (for cyclists) conclusion, sections of the BINSW (which itself has a large and diverse membership) have begun organizing for the possibility raised by Alan Parker. This is a large non-violent street ride on the Harbour Bridge.

A contact for this group within BINSW says that a proper training campaign similar to the successful 'No Dams' campaign would be commenced. This would ensure an educated and informed community and an effective pressing home to government of the cycling movement's case.

The most interesting thing about the present problems with the Wran NSW Labor Government is that its attitude to cyclists has succeeded in uniting diverse interests within the cycling movement. It has unwittingly achieved what many cyclists themselves have failed to do.



'No Dams' Kosciusko Bike Ride

There are not many countries in the world where one can cycle from the steps of the Parliament House to the summit of the highest mountain in one day. Australia is one of the lucky few, the feat being recently attempted on December 17, 1982, by four young Canberra students: Sandy Lolicato, James Eldridge, Roger Nicol and Lee Bygrave.

The ride involved a distance of 250 km and an overall climb of about 1500 metres. Actual cycling time (not including rests) to complete the distance was a little over 10 hours. The main purpose of the ride was to raise money for the Tasmanian Wilderness Society and the 'No Dams' campaign being staged to save the Franklin and Gordon rivers. In this respect the cyclists were quite successful, raising over \$1200 through sponsorship. This just goes to show what a little initiative can achieve.

The ride gained extensive local media coverage and helped to make the people of Canberra, Cooma and Jindabyne more aware of the importance of the Tasmanian wilderness. More such 'feats of endurance' carried out in the name of conservation should be encouraged to at least show people how seriously conservation issues should be treated.

The actual trip itself was not without incident. The support vehicle broke down and a severe bout of diarrhoea claimed the pedalling life of one of the cyclists. In Cooma an automatic sprinkler system suddenly turned on to drench the unwary team who had flopped down on a rather formal looking area of grass to grab a couple of hours sleep.

To top it off the cyclists were met in Jindabyne by a hostile bystander who accused them of indulging in hypocrisy, ostensibly being on a 'No Dams' ride and yet making use of the road across to Jindabyne dam to get to the township. They replied that they would have been quite happy to have scaled the ravine and forded the water if necessary and they then calmly proceeded to make a distinction between the Jindabyne dam and the proposed dam in South-West Tasmania. Unfortunately, though, it was all too apparent to the intrepid group that the distinction was completely lost to the man.

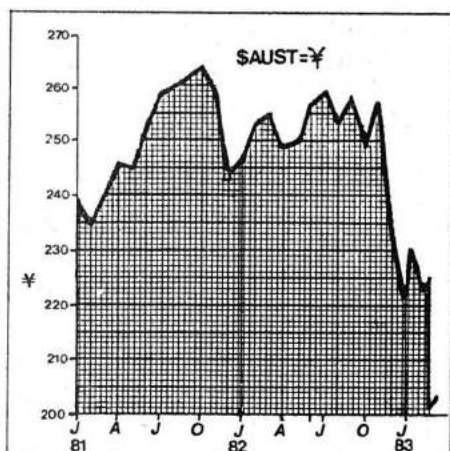
Devaluation Hits Bicycle Industry

The recent ten percent devaluation will hit hard the Australian bicycle industry now almost totally reliant on imported products.

One distributor/wholesaler interviewed on devaluation suggested that the unfortunate effect would be the



The first Michelin Autumn Day Tour will be held over a circular 100km course north of Melbourne. The ride is being organized by the Melbourne Bicycle Touring Club. *Freewheeling* will feature coverage of the event in the next issue.



lowering of quality standards in the industry product. With the price of bicycles at retail level expected to rise as much as 20% it is possible that importers will tend to downgrade the quality of their popular models to maintain existing prices.

As yet it is not possible to accurately predict what will happen to the quality ten-speed end of the market which is the one area showing most promise in the depressed economic atmosphere.

A period of consumer adjustment to higher prices will be necessary. This is caused not only by the devaluation but by the change in exchange rate (with a strengthening Japanese Yen) and last year's government sales tax increases now 20% wholesale price.

After a period of about two years of relative price stability the bicycle industry finds itself once more another price rise turmoil.

WARATAH Frames

Calypso Cycles of Sydney would like to advise that it now employs a full time custom builder. Keith Brown has had 5 years with Mercian in Britain and two years with Alpha Frames in Australia.

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Perhaps one bright note is that the expected fall in oil prices will continue pressure on Japanese manufacturers to lower prices. This will take some time to filter through as already Japanese industry is hard pressed filling orders due to a slight upturn in the North America market.

In the meantime a number of Australian importers have been caught with the devaluation and are forced to pay more for goods already partly sold at old prices or pay higher costs for goods about to arrive.

The unfortunate result is that the shake up in the Australian industry will continue and more businesses will be forced to close with the resulting unemployment adding to a still deteriorating economy.

Wolfgang Reiche and Grudun Brandt are cycling around the world and called into the *Freewheeling* office on their way through Sydney.

Their travels have taken them so far through Europe, USA, Brazil, Uruguay, Argentina, Chile, Bolivia, Peru and Ecuador. From Australia they plan a short visit to New Zealand and then journey north to Darwin.

From there they will journey through Indonesia, Malaysia, Thailand and India. As the route through Iran is closed off they plan to travel to Kenya and then ride overland north to Europe via the Middle East. So far they have travelled 22,920 kilometres setting out from their home town of Bremen in West Germany on the 17 July, 1981.



In Town

Bicycle Industry United On Recovery and Safety

A new organisation has been set up to unite the Australian bicycle industry and safeguard companies, jobs and customers.

It's known as the Bicycle Industries and Traders' Association and its first priorities are to assist the recovery of the industry and ensure Australian bicycle safety standards are observed.

Membership is open to all sectors of the industry — from Australian manufacturers and assemblers to importers, wholesalers and retailers.

"BITA will provide an effective national voice and representation for the entire industry, from the biggest manufacturer to the smallest bicycle shop," BITA President, Ray Deane, said today.

"There has been a significant contraction of our industry in recent years and we have just experienced another major upheaval as a result of last year's tariff cuts.

"We want to ensure that any future Government decisions about our industry are better informed and do

not lead to the same sort of disruption and job losses.

"We are also concerned that sub-standard bicycles are still getting through to the market despite the improved safety standards introduced two years ago.

"They are a danger to our customers — many of them children — and a threat to the reputable sectors of the industry who will not compromise on safety to achieve a price advantage.

"We hope that membership of BITA will come to be recognised by the community as a guarantee that the bicycle is built to a quality standard whether made locally or imported."

The establishment of BITA was spearheaded by Australia's remaining 12 major bicycle manufacturers and assemblers.

They disbanded the Australian Bicycle Manufacturers' Association and invited all other sectors involved in the marketing of bicycles to join them in the new organisation.

Apart from maintaining the industry's viability and standards, Mr Deane said key objectives of BITA also were to:

- Increase the standard of road safety as it applies to cyclists,
- Encourage bicycle training activities through the industry,
- Produce greater awareness amongst the general public on the presence and needs of cyclists,
- Provide more effective statistical information on consumer requirements,
- Fight bureaucratic mismanagement and interference in the industry.

Cycle Against Want

Community Aid Abroad's 15th annual national "Walk Against Want" — Australia's Biggest Family Fitness Event — will be held on Sunday, April 17.

Cyclists participating in the event have the option of a 25 or 35 km route taking in the Bayside Bike Path and the Yarra Bike Path.

The start/finish for the cycling event is the Yarra Bike Path adjacent to Alexandra Gardens. For registration forms phone (03) 419 7044 or write to Community Aid Abroad, 75 Brunswick Street, Fitzroy, Vic., 3065.

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Touring Talk

Whilst not disagreeing entirely with Rod Myer's basic touring bike dimensions (Write-On, Nov/Dec) I'd like to point out that there is a lot of new thinking on the subject. I recently had an excellent touring frame built by Wester Ross of England; it is a very comfortable stable machine, yet has a 75° seat tube. This places the rider further forward, which gives better weight distribution (enhanced by a 438mm chairstay) and, because of this I believe softens the bumps transmitted from the rear wheel. The body is also more directly over the bottom bracket, which is good for hill climbing. The front end is more conventional with a 72° steering head and 48mm fork rake. With 17 kilos of camping gear packed into front low-rider and rear panniers I can safely pedal "no hands".

I also own a frame of similar dimensions, except for shorter (425mm) chairstays, built 5 years ago by Dave Moulton — an excellent English frame builder now in business in California. I have toured the mountainous regions of France extensively on that machine and can vouch for its comfort after many hours in the saddle.

Working here on the Canberra I reluctantly leave my 12-speed at home in the UK, but carry with me that excellent little folder, the Bickerton (5-speed S.A.) which I see is now being built and marketed in Aussie.

Good luck to *Freewheeling* and all you "upside down" cyclists.

Miff Mowle
Orchestra
S.S. Canberra

Sydney to the 'Gong

I greatly enjoyed the inaugural "Sydney to the 'Gong Bike Tour" and would like to commend those responsible for the clever and complete design and packaging of the entire event.

With such able organization I'm

sure Sydney's set to stage an annual event which will grow to rival London's Brighton rally (a turn out this year of 15000 riders!).

Please resist strongly the temptation to tighten the schedule for future rides, as one of the most pleasant parts of the day was meeting people and raving during the interludes to each stage.

For a 'first run', an event like the "Sydney to the 'Gong", I thought the teething problems were remarkably few and minor; and I'm looking forward to bringing friends along to enjoy next year's ride.

Till then.

Ian Innes
Rydalmere NSW

New to Touring

Congratulations on the excellent magazine. Having been a supporter of many types of publications over the years (Golf, Sailing, Photography) I feel yours comes out on top, where as all others I have mentioned concentrate on the professional side of their activity, and there is very little for the person who is enjoying it as a weekend activity.

Freewheeling lends itself to the average bike rider. My wife and I have just recently taken up cycling (we have very old type bikes at present). We find your articles about touring fascinating.

We are in the over 50 age group and would like to see articles, to suit us, perhaps 36 km a day tours, we find about 12 km in an hour with a rest, after that time ideal. Perhaps you could find ~~what~~ others in this group like.

Also we find that a bike bar for our car has widened our horizons, but not many people seem to know of the availability of these.

Please keep up the good work on your excellent publication. May I suggest you advertise to the public and make them more aware of it, we only found it after looking behind other magazines in a newsagency.

Gordon T Holt
East Brighton Vic.

Racers and Tourists

Recently I rode the Grafton to Inverell road race and as a buildup I did a 2 week tour starting in Grafton following the race route through Inverell then up into Southern Queensland (Texas Goondiwindi) and back to

Grafton via Toowoomba, Warwick and Kyogle. A distance of some 1400 km.

I felt I must write proclaiming the benefits cycle racing has had on my touring experience and also the numerous ways touring has helped me come to terms with the many hours one has to be in the saddle training to remain competitive. Having done both, touring and racing, I feel there are some areas of misunderstanding between "racers and tourists" that need not be.

Racing has helped me get to know my body and my bike, which is an essential understanding for anyone who is contemplating spending any length of time on a bicycle. Touring has taught me how to relax and generally enjoy being on the bicycle. There are many elements of both that can be combined to make bicycle riding more enjoyable and efficient.

I would be interested in hearing from anyone who has any ideas on this subject and maybe your magazine could do an article on Racing/Touring.

Chris Gordon
Blaxland Flat
via Grafton NSW

The U.S. Holiday for Bike Nuts!

What better way for Aussies to experience the hospitality of the US cycling fraternity than to visit the west coast of the USA for the 1983 LAW Gear West Convention in Seattle.

Hundreds of members of the League of America Wheelman will pedal Seattle for GEAR West, the 1983 LAW National Rally (known in past years as the LAW Convention).

Brimming with activity for every age and every stage of cyclists, the July 28-31 event will centre on the University of Washington (the State of Washington is in the far NW corner of the US) campus and the 1962 World's Fair site — Seattle Centre.

There are a total of 5 pre/post rally tours available to make your time in Seattle a full vacation. Most of the tours are fully supported and prices range from the 5 day MT Rainier Loop for \$100 (includes all lodging campgrounds sagwagon dinners and breakfasts) to the 6 day camping trip on the same route for \$25 (includes campground fees.)

Non LAW member fee for the full rally is \$10.

Entry forms can be obtained from *Freewheeling* or from the League of American Wheelman P.O. Box 988 Baltimore, MD 21203 USA. Gear up for Gear West.

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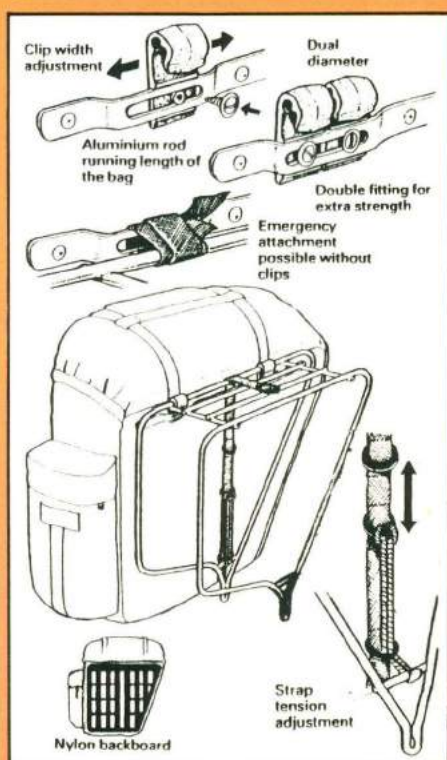
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